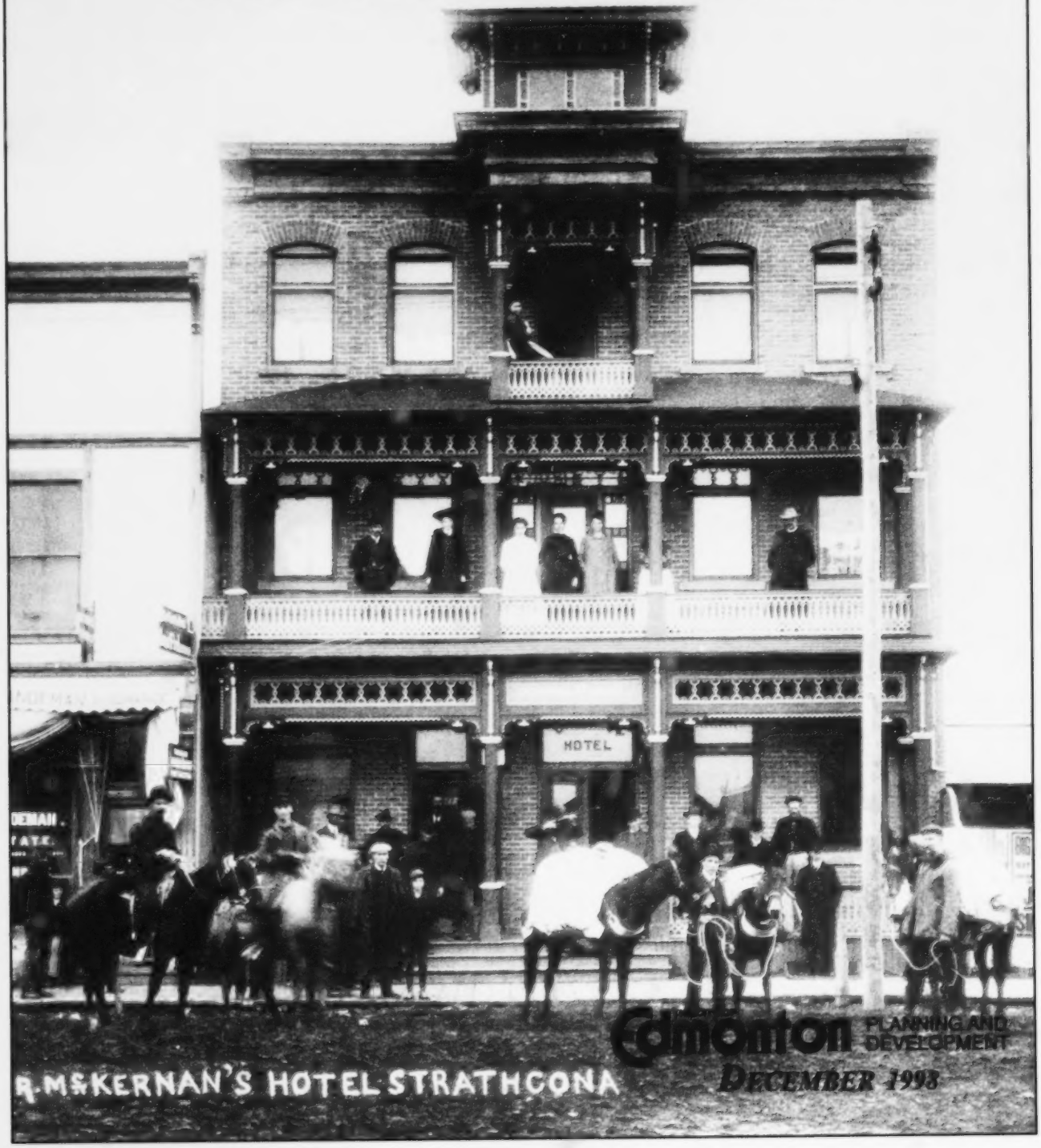
STRATHCONA

AREA REDEVELOPMENT PLAN



Edmonton PLANNING AND DEVELOPMENT

DECEMBER 1998

Strathcona Area Redevelopment Plan
Bylaw 11890
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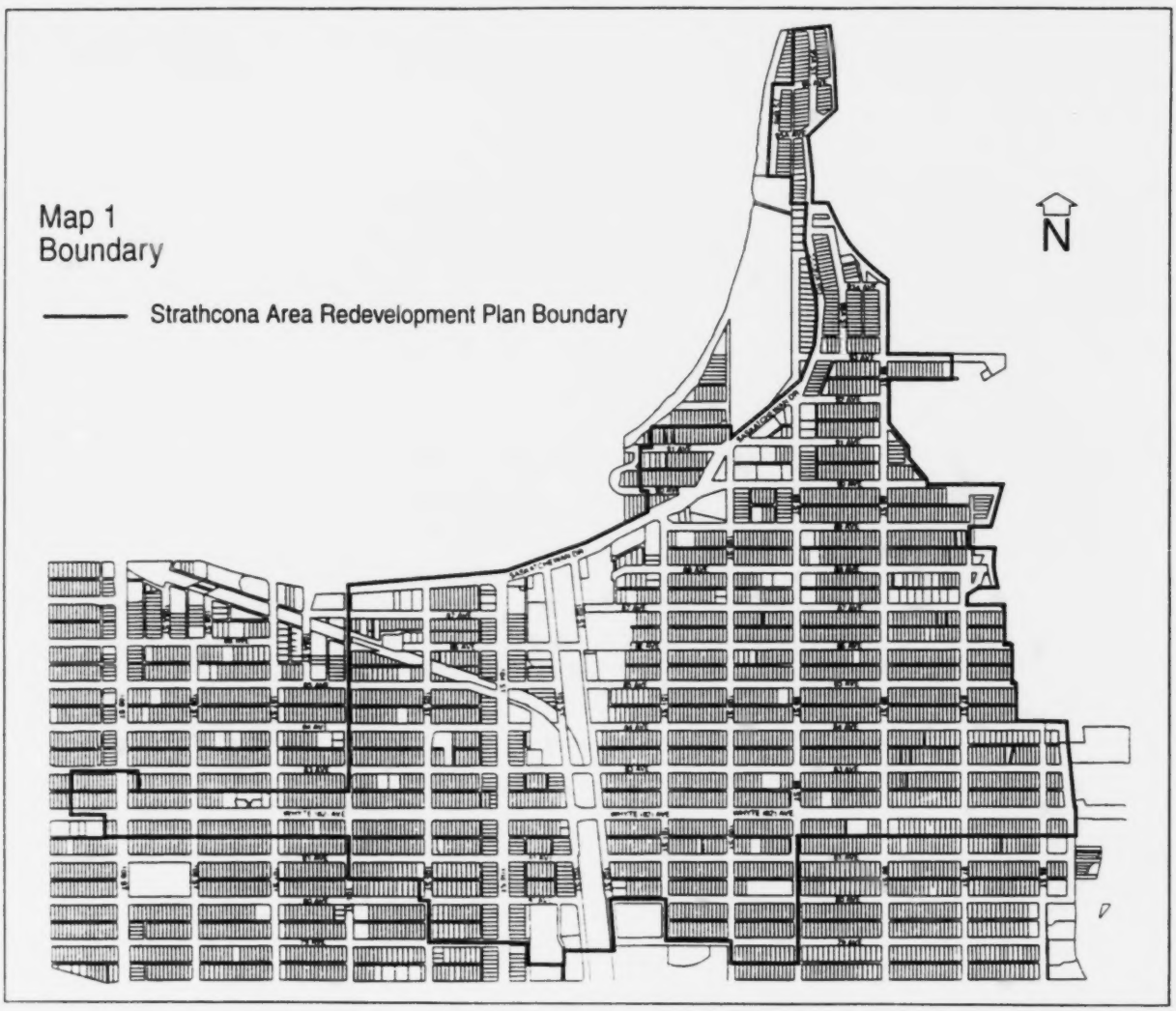
Chapter 1
INTRODUCTION

DESCRIPTION OF THE AREA

The plan area for Strathcona consists of the neighbourhood of Strathcona, east of 106 Street, plus portions of the adjoining communities of Garneau, Ritchie, and Queen Alexandra as shown on Map 1. It is bounded on the north and east by the North Saskatchewan River and Mill Creek, and extends to 106 Street on the west. It includes those parts of the neighbouring communities that are integrally connected to the historic commercial and industrial core of Old Strathcona.

PLANNING POLICY IN THE AREA

At the writing of this Plan, the Strathcona Community was divided into two planning areas. The Scona East Plan adopted in 1986, included the area east of 101 Street, and the Old Strathcona Plan, adopted in 1981, covered the area between 101 Street and 106 Street. Both Plans recognized the uniqueness of Strathcona in terms of its historical importance, it's desirability as a residential area, the need to retain some areas of single family and



apartment housing, and to contain commercial development, while reinforcing the strength of the viable commercial area along Whyte Avenue.

The new plan for Strathcona embraces the goals and objectives of the Scona East and Old Strathcona Plans, and has made some modifications to allow for current trends and circumstances.

It provides more consistency in the treatment of the two areas, introduces some new objectives and provides tools to effectively implement the policies of the Plan. In addition to combining the Old Strathcona and Scona East Plans, the new plan area has been expanded to cover all of the Whyte Avenue commercial area, including portions that were previously located in the Garneau Plan.

HISTORY OF THE PLAN AREA

Strathcona is one of Edmonton's oldest communities. Situated on the south side of the North Saskatchewan River, it was the north terminus of the early railroad and overland trail routes to Calgary and points beyond, and was located at the mid point of the principal east-west roadway, Whyte Avenue.

Development began in the 1880s at the intersections of the CPR tracks and Whyte Avenue and spread in a circular pattern from there. The centre consisted primarily of commercial and government buildings, with railroad related industries to the south. Residential development occurred mainly north of Whyte Avenue. In 1891, the area east of 99 Street was annexed and subdivided for residential uses. The creation of the University of Alberta at the western end of Whyte Avenue added another dimension to Strathcona's character and prominence.

With its status as the centre for government, commerce, culture, and transportation south of the river, Strathcona was also the place of choice for the prestigious homes of business and community leaders. The economic booms of 1913 to 1915 and 1946 to 1950 saw the construction of over half the current housing stock, including the grand homes of the wealthy and influential and more modest dwellings of workers, merchants and professionals. Businesses grew to the south along the Calgary Trail and CPR corridors, and east and west along Whyte Avenue.

In the 1960s the character of the neighbourhood began to change. The area west of 99 Street was rezoned to allow walk up apartments, which were until then limited to sites on Whyte Avenue and on 99 Street north of 89 Avenue. The economic boom of the 1970s was marked by considerable apartment development, with the bulk of apartment construction taking place between 99 and 101 Streets. Conversely, with the shift of government and commerce to Edmonton's Downtown, the decline of the importance of rail transport and related enterprises, Strathcona's business community experienced a period of some recession. The Old Strathcona and Scona East Plans which took affect in the early and mid 1980s attempted to re-establish portions of the neighbourhood for single family housing, and revitalize the area's commercial core.

Historic photo: A business on Whtye Avenue

CHARACTER OF THE AREA TODAY

The Strathcona area continues to be highlighted by its historic buildings, the traditional character of the streetscapes, a diversity of housing types and the attraction of Whyte Avenue as a unique commercial area in the city.

Within Strathcona there are a number of different environments. East of 99 Street remains a solidly single family area, with attractive streetscapes, interesting old housing, and more recently a number of new or renovated single family homes.

The areas abutting the arterials including 99 Street, and Whtye Avenue east of 99 Street, and the

Historic photo: Whyte Avenue from 103 Street

area immediately north of Whyte Avenue on 83 Avenue, have been largely developed with walk up apartments. Along Saskatchewan Drive, a number of high rise apartments continue to dominate the landscape. These areas of apartment development have provided an opportunity for a variety of people and household types to live in the area, including students, seniors and young adults.

The middle portion of Strathcona, west of 99 Street and north of 83 Avenue, accommodates a variety of housing types including apartments and single family dwellings. This area has experienced some conflicts, which can be attributed to a number of factors, including the mixture of uses, the presence of more traffic on residential streets, and the proximity of the Whyte Avenue commercial area.

Finally, the commercial area along Whyte Avenue has undergone the most significant change since the previous plans were approved in the early and mid 1980s. Whyte Avenue continues to operate as an active pedestrian oriented commercial strip with a unique historical flavour. The area has experienced extensive commercial development activity in recent years. It has been transformed from an area providing local goods and services, into a popular entertainment area, attracting clientele from various parts of the city. This has had some impact on local residents.

Strathcona reflects patterns of change that have occurred city wide in the 10 to 15 years since adoption of the previous plans. However as a neighbourhood it continues to be valued for its historical character, aesthetic qualities, proximity to the river valley and ravine, opportunity for small commercial enterprises, and it's excellent environment and location as a place to live and do business.

Chapter 2
VISION, GOALS, AND OBJECTIVES

VISION

The physical environment of Strathcona both natural and historical, is intrinsically valuable, and vital to the life of the community. The important qualities of the community include its proximity to the North Saskatchewan River and Mill Creek Ravine, the abundance of historically significant residential and commercial structures, the attractive streetscapes, the diversity of housing types, and the presence of a thriving commercial area. Future development will maintain these qualities, to retain the attractiveness of the residential environment and the viability of the commercial district.

GOALS

1. Preserve the existing character and structure of the community, by retaining its residential and commercial functions and its historic qualities.
2. Recognize the city wide importance of the Strathcona community as a focal point for historic, cultural, and entertainment activities and events.
3. Maintain a diversity of housing types in the community, including single family, semi detached, row housing and apartments, to provide opportunity for people of different age groups, lifestyles, and incomes, to live in the community.
4. Maintain existing commercial areas, and encourage reinvestment in these areas, recognizing some of the physical restraints and the need to be sensitive to surrounding residential communities.
5. Protect the residential environment in Strathcona from the negative impacts of excessive traffic and long term on street parking on residential streets, and from the impacts of arterial roads running through the community, while maintaining reasonable vehicular access to activity nodes within the area.
6. Provide safe and attractive bicycle and pedestrian access to activity nodes within the community, and also through the community to regional activity nodes such as the Downtown and the University
7. Retain and promote awareness of historically significant areas and structures.
8. Maintain existing park and school sites for public use and recreation.

OBJECTIVES

Residential Objectives

1. Maintain the integrity of residential environments, by preventing the expansion of non residential use into residentially designated areas.
2. Accommodate apartment development on the perimeters of the community, where there is better access to arterial roads, and less opportunity to increase traffic in the internal portions of the community.
3. Maintain a homogeneous low density residential environment east of 99 Street.
4. Maintain a balance of residential development in the central part of the community, west of 99 Street, by ensuring that existing areas of low density housing will continue to be developed for low density use.
5. Maintain the pedestrian friendly character of the street, defined by such things as treed boul-

evards, sidewalks uninterrupted by vehicular access, consistent front setbacks, and features such as porches, and verandahs that add interest and activity on the street.

6. Require apartment development to be sensitive in scale with existing development and to retain the character and pattern of adjoining low density development.
7. Require new low density residential development to be compatible with the mass and scale of existing housing, and to maintain sunlight and privacy on adjacent properties.

Desirable residential area

Commercial Objectives

1. Prevent expansion of new commercial development into adjacent residential areas.
2. Maintain the existing low scale of built forms in the commercial area, and provide a transition of heights and densities abutting residential areas.
3. Require commercial development outside of the Whyte Avenue Commercial Area to be of low scale and intensity, and to maintain a pedestrian orientation onto the street by emphasizing retail and service uses at ground level.
4. Support use of an integrated theme for redevelopment of local commercial streetscapes and structures.

Whyte Avenue Commercial Objectives

1. Promote diversity, uniqueness and a full range of businesses and services for all residents and visitors to the area, while maintaining the compatible and balanced mix of businesses currently existing in the Whyte Avenue Commercial Area.
2. Maintain and enforce the comprehensive shopping function of Whyte Avenue by maintaining pedestrian oriented retail shopping in the core area and emphasizing retail uses at ground level.
3. Encourage development of general office space in locations and amounts which are compatible with the retail and residential functions of Strathcona
4. Encourage the establishment and maintenance of a consistent theme for renovation and future development in the Whyte Avenue commercial area, emphasizing the early commercial buildings along Whyte Avenue, and the pedestrian and human scale nature of the area, through the use of such mechanisms as;
   - a comprehensive streetscape improvement program
   - renovation/restoration of existing older structures
   - regulation of advertising, signage, frontage, building massing, and access controls to respect the architectural themes and predominant existing built form found in the area.
5. To provide a level of commercial parking which will adequately service this pedestrian oriented area, in conjunction with the public transit service, alternate modes or transportation, and the availability of a significant amount of parking in the area.

Parks, Open Space and Institutional Objectives

1. Provide direction for future development of the CP rail right of way.
2. Provide opportunity for redevelopment of sites zoned for institutional use, in a manner that is compatible with adjacent uses.

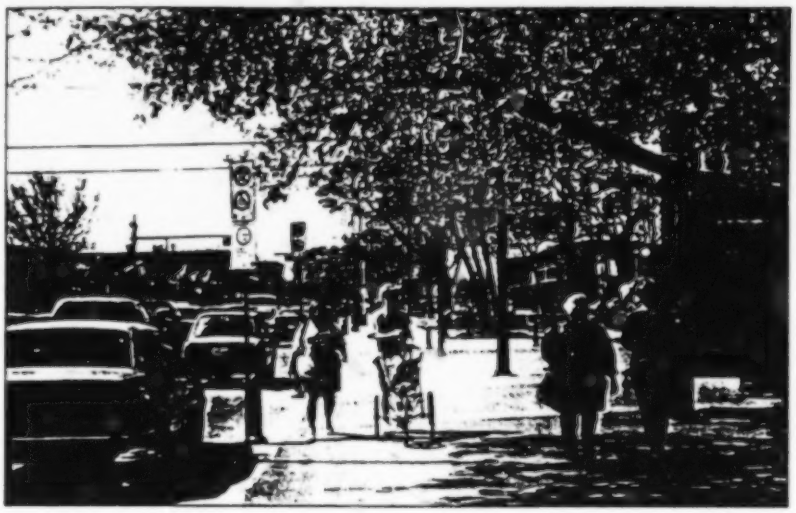
3. Program the use of local park sites to allow some opportunity for major events to occur in the community, while minimizing the impact on local residents, and ensuring adequate opportunity for neighbourhood level use of park sites.

Historic Preservation and Urban Design Objectives

1. Promote identification, designation and preservation of historic sites, and encourage the rehabilitation of other sites which add to the distinctive character of Strathcona by permitting a more flexible range of uses for such buildings, and the application of other available incentives.
2. Encourage the architectural and urban design elements of major new development to be harmonious with the traditional forms of existing development, by reflecting the basic proportions, materials, mass and height of existing structures.
3. Maintain prominent views and familiar landmarks, buildings, period architecture, streetscapes and natural features, associated with Strathcona and ensure they are not obscured from view, or significantly shaded by new development.
4. Ensure that improvements to the public infrastructure will consider the historic character of the area, and where possible use historic materials, street furniture, and fixtures that reflect the historic character.

Transportation Objectives

1. Minimize the divisive effect of arterials and their negative impacts on the community



Activity in the Whyte Avenue area

2. Promote the safety and privacy of residential areas by discouraging through traffic on local roadways and lanes.
3. Address the traffic impacts of future development in the community.
4. Encourage and support use of public transit on arterial and collector roadways.

Parking Objectives

1. Require the provision of adequate off-street parking for medium and high density residential uses.
2. Discourage long-term parking by customers and employees of adjacent commercial enterprises on residential streets.
3. Provide an adequate level of commercial parking in the Whyte Avenue commercial area, given the pedestrian oriented flavour of the district and the availability of alternative modes of transportation.
4. Conserve and promote the use of existing public parking in the area.
5. Promote the availability and use of public transit to the area, especially during major events.

Pedestrian and Bicycle Network Objectives

1. Increase the quantity and improve the quality of pedestrian and bicycle routes.
2. Increase safety for pedestrians and cyclists by reducing potential conflicts with vehicles and increasing visibility and potential surveillance of pedestrian and bicycle routes.
3. Improve awareness of existing and future pedestrian and cycling facilities.

Bicyclist crossing Saskatchewan Drive at 103 Street

Chapter 3
LAND USE DEVELOPMENT STRATEGY

BASIC STRATEGY

The development strategy generally confirms the existing pattern of development. For the purpose of applying land use policies, the area has been divided into 5 sub areas as shown on Map 2. The five areas are:

1) Low Density Residential Area
2) Mixed Low and Medium Density Residential Area
3) Walk Up Apartment Area
4) High Rise Apartment Area
5) Whyte Avenue Commercial Area

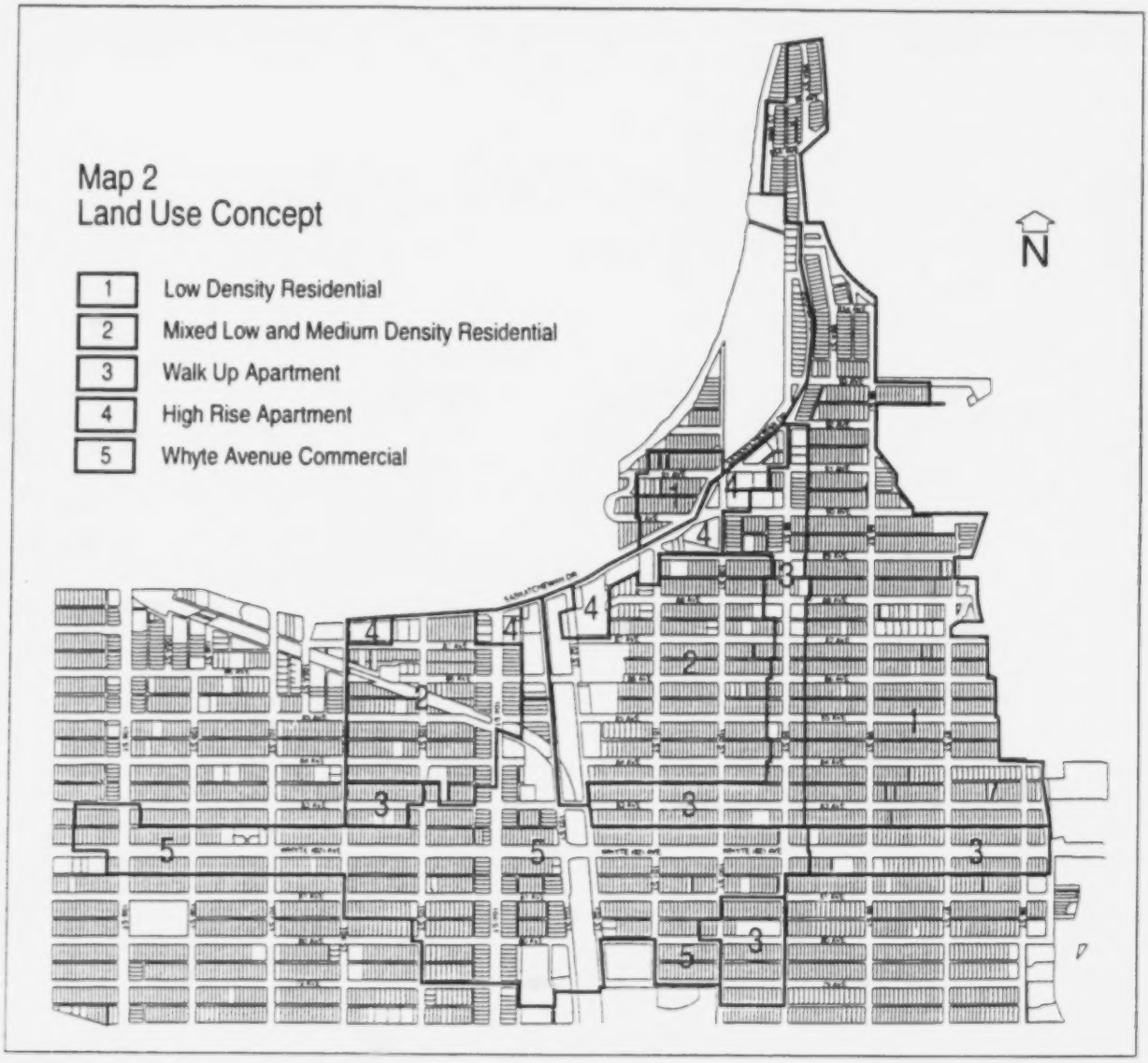
The low density residential area east of 99 Street consists of single family development, and some duplex and semi-detached housing. This area is to be maintained as a homogenous low density residential area. Currently there is a variety of housing styles in the area ranging from bungalows, to 2½ storey homes. The area has a very traditional quality, with many attractive older homes. The desirable location close to Whyte Avenue, and to Mill Creek Ravine, has made this area a popular choice for new infill single family development. The plan encourages new housing to maintain the traditional character of the streetscape and to be compatible in mass and scale with existing housing.

The mixed low and medium density residential area occupies the middle portion of the community, west of 99 Street. The entire area was once zoned for apartments, and some apartment development occurred sporadically throughout the area, leaving a mixture of single family and apartment housing. There is a concern that apartment development will eventually dominate the area, pushing out single family housing, minimizing the opportunity for a diversity of housing types and lifestyles and changing the traditional character of the area. This plan proposes that the area be retained for mixed residential use. Steps should be taken to ensure existing areas of single family and low density housing are retained, and that redevelopment of apartments in the area is more compatible with single family housing and maintains the traditional characteristics of the streetscape.

The walk up apartment area is located north of the Whyte Avenue commercial area, and along the arterials of 99 Street and 82 Avenue, east of 99 Street. Much of this area has been developed for walk up apartments, and includes some low intensity commercial uses on 99 Street and Whyte Avenue. Traditionally, walk up apartments have been occupied by students, seniors, and young adults, seeking the amenities of Strathcona and affordable housing costs. This area provides good housing options for a number of people who need proximity to transportation, the university, downtown, and commercial and entertainment services on Whyte Avenue. There is some opportunity for more walk up apartment development within this area, but expansion of the area is not desired.

The high rise apartment area on Saskatchewan Drive is almost fully developed with high and medium density apartments. It is a unique area in the city in terms of the concentration of high rises, and it is considered to be a desirable location by those seeking high rise apartment living. However, because high rise development can significantly impact adjacent low density areas, and block views of the river valley and downtown for adjacent properties, there is a desire to contain the area, and not allow further expansion of high rise development.

The Whyte Avenue commercial area blends an attractive mix of commercial uses ranging from retail, hospitality, entertainment, and business services, to community and cultural uses. There is a central park, which acts as a community meeting place, a farmers market, a number of theatres, theatre companies, art and music venues and the annual hosting of festivals, parades, and special events. A number of commercial historic buildings have been renovated, including the former bus barns which is used for community and cultural purposes. Residential uses are a small but important component, contributing to the area's diversity, augmenting local trade, enhancing transit ridership potential, and adding an element of security through informal surveillance after businesses close in the evening. A good supply of public parking is available, on street and in parking lots, to serve visitor needs. The plan proposes that the commercial area be contained, the existing diversity of uses and business types be encouraged, and the historic character be preserved. There will be some additional regulation of uses, such as nightclubs and bars that have an adverse affect on the adjacent residential area, and some relaxation of parking requirements, in recognition of the physical constraints of existing development, and the supply of public parking.


Map 2
Land Use Concept
1 Low Density Residential
2 Mixed Low and Medium Density Residential
3 Walk Up Apartment
4 High Rise Apartment
5 Whyte Avenue Commercial
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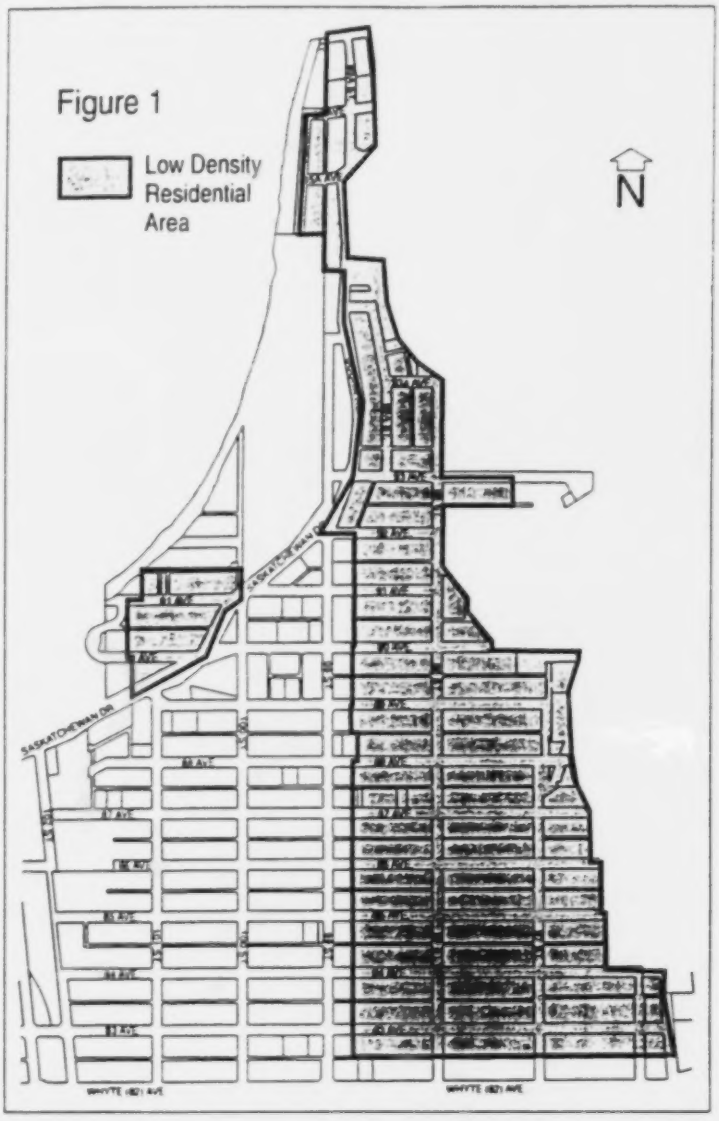
LOW DENSITY RESIDENTIAL AREA

Background

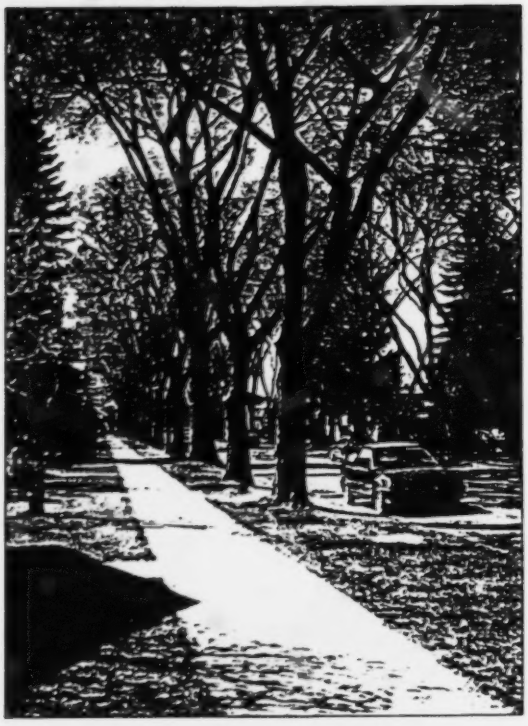
The low density residential area includes the area north of 82 Avenue to 97 Avenue, and east of 99 Street to the Mill Creek Ravine. It also includes an area known locally as "Lavigne" located north of Saskatchewan Drive between 100 Street and Lavigne Road. The low density residential district is developed primarily for single family housing, although there are some two family units. There is a variety of housing styles in the area, ranging from small bungalows, raised bungalows, semi bungalows, two storey, and two and a half storey houses. Most of the lots have a narrow 10 m (33 ft.) width. The area is characterized by treed boulevards, back lane access, and an absence of front drive garages. Many of the houses have traditional architectural features, including front porches and steeper pitched roofs, gables and dormers. In recent years there has been a significant amount of renovation and redevelopment of single family homes.

Prior to the 1986 Scona East Plan, the low density residential district was zoned RF3, which allowed single family, semi detached duplex, fourplex and row housing up to 4 units. Under this zoning a number of homes developed basement suites. There was very little development of semi detached housing, as a 50 ft. lot width is required, and most of the Scona East lots have only 10 m (33 ft.) widths. The 1986 Scona East Plan redistricted this area to RF2, which no longer allowed duplexes, basement suites, fourplexs, and row housing. The purpose of the rezoning was to ensure that this area retained its single family character. The RF2 zone included some special regulations to relax side yard requirements and allow a slight increase in site coverage. These additional regulations were intended to make it easier to build and renovate single family housing on the narrow 10 m (33 ft.) lots.



Since the 1986 Plan there has been a strong interest in developing new single family housing in the area. The desirable location next to Mill Creek Ravine, Whyte Avenue and the downtown, has maintained good property values in the area, and new development has generally taken the form of larger upscale

A variety of single family homes



Pedestrian friendly streets

single family homes. The RF2 zone and the desirable location of the area have combined to effectively implement the intent of the 1986 Scona East Plan which was to encourage retention of single family housing as the predominant form of development. Presently there is a concern in this area that new development be more compatible in mass and scale with the existing housing and retain the pedestrian oriented character of the streetscape in the area.

General Intent of the Area

The general intent of the area is to maintain single family housing, to provide opportunity for a variety of architectural styles and designs, and to ensure that new and renovated housing is compatible in mass and scale with existing housing, maintains sunlight and privacy on adjacent properties, and retains the pedestrian oriented character of the front street.

Issues

1. *New development and renovation sometimes appears out of proportion relative to the existing housing, and breaks the continuity of scale along the front street.*

The demands of the housing market today are much different from when the majority of homes in Scona East were built. Most of the existing homes did not maximize the development potential on the lot, whereas many new houses come close to the maximum height and site coverage. There is also a tendency towards features which may accentuate height, such as higher basements, double height entrance and window features, and large dormers on the upper half storey of $2^1/_2$ storey homes.

2. *Some new development does not respect the pedestrian oriented character of the front street.*

New development may have features that detract from the pedestrian oriented character of the front street. Modern market trends favour the development of an attached double garage. Front access garages take away those characteristics of the neighbourhood that create a comfortable and attractive pedestrian, environment, including such things as:

- an unbroken boulevard of large trees;
- sidewalks uninterrupted by driveway access;
- housing facades where the dominant features are porches, overhangs, windows and front entranceways, rather than a large protruding garage.

In addition to the use of front drive garages, new development may not follow the established pattern of development on the front street created by features such as:

- consistent front entry levels, 3 or 4 ft. above grade;
- consistent setback of houses along the front street;
- relatively uniform roof line heights at the first storey level.

3. *Some new development takes away privacy and sunlight from adjacent properties.*

The existing pattern of development in this area consists of houses at the front of the lot, green space or amenity area in the middle of the lot, and a detached garage at the rear of the lot. Existing housing generally provides a more generous rear yard than the 7.5 m required by zoning regulation. New housing tends to take up more of the lot depth. If a rear attached garage is developed, the end result may be a structure that extends almost to the back of the lot, which blocks sunlight and interferes with privacy of the adjacent properties.

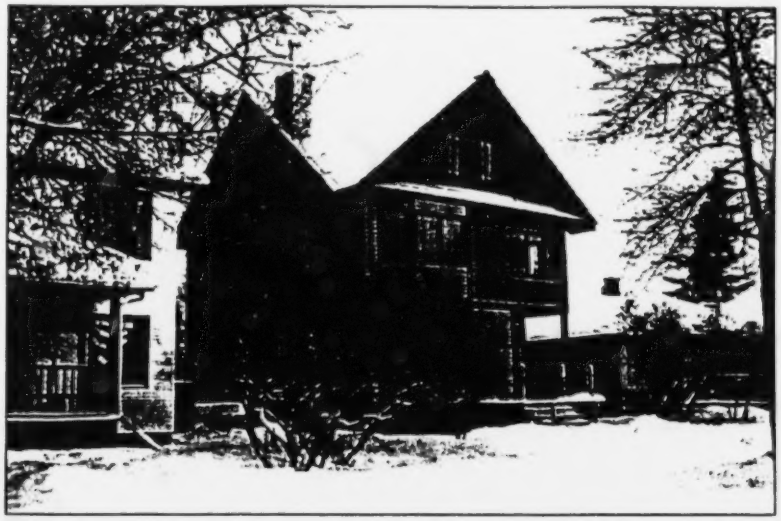
New development in Lavigne

4. *Residents would like to be informed before new development occurs, and have some opportunity to influence the builder and Development Officer if the proposed development does not fit in with the scale of existing homes or the character of the front street.*

Under the regulations of the current Land Use Bylaw, adjacent property owners are advised of new development only if a relaxation of the regulations has been granted, and only after the development has been approved subject to the right of appeal. Residents are concerned that there is no opportunity to become aware of new development, or to influence the form of development until very late in the process, when it is difficult to negotiate any change.

Many residents in Strathcona have made a long term social and financial commitment to the community. They would like more opportunity to be informed and to influence future development, particularly if what is proposed does not fit into the existing pattern of development.

5. *Expansion of commercial development on 99 Street or 82 Avenue, into the residential area, could impact the character of the area and create conflicts, due to inadequate screening, and inappropriate uses that generate noise or shortcutting traffic.*



Two storey, two and a half storey and one storey homes

***Policies** (Low Density Residential)*

1. Redevelopment for low density residential uses, limited to single family, and semi-detached housing will be supported in this area.
2. New low density residential development will be compatible in mass and scale with existing single family housing, respect the traditional pedestrian oriented character of the front street and maintain sunlight and privacy on adjacent properties. This may be achieved by:
   a) Compatible alignment along the front street;
   b) Requiring front entrances, and accommodating features such as porches and verandahs;
   c) Prohibiting front drive garages;
   d) Reducing height and introducing regulations that reduce the appearance of height;
   e) Increasing rear yard requirements; and
   f) Requiring placement of rear detached garage at the back of the lot.
3. Expansion of commercial development into the low density residential area will not be supported.

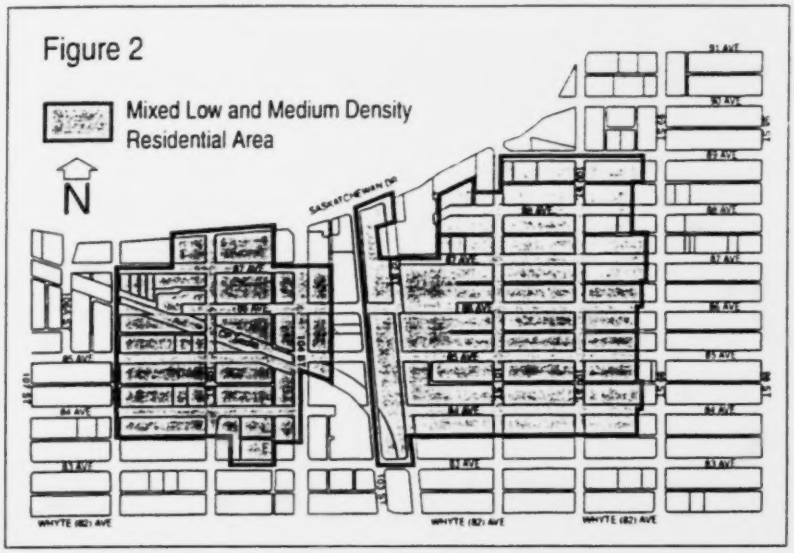
MIXED LOW AND MEDIUM DENSITY RESIDENTIAL AREA

Background

The mixed low and medium density residential area, includes the interior part of Strathcona, west of 99 Street. The Old Strathcona and Scona East Plans accommodated a mixture of zoning in this area, including RA7 (walk up apartments), RF6, (stacked row housing), RF3 (semi detached, fourplex, and row housing), RF5 (row housing), and RF2 (single family and semi detached housing). A special Direct Control (DC1) zone was applied to the area north of the CP tracks, to preserve low density housing and encourage redevelopment to be compatible with the historic architecture in the area.

Generally there are two types of development that have occurred in a scattered fashion throughout the area. About half the area is developed for low density housing which may include single family, semi-detached, duplex, fourplex and row housing. The remaining half of the area is developed for walk up apartments. Many of the walk up apartments were developed in the 1960s and 1970s. They are generally small, and are not developed to the full 4 storeys allowed under current zoning. The appearance of the older apartments tends to be very basic and uninteresting, but generally they are not out of scale with single family housing. There has also been some more recent apartment development. These tend to be architecturally more appealing, but they are also larger, with more height, and appear out of scale with the existing apartments and single family development in the area.

Figure 2



There has been virtually no development of stacked row housing in the area, which was encouraged by the 1981 Old Strathcona Plan through the use of an RF6 zone in the area north of 84 Avenue, west of 104 Street. The RF6 zone was intended to provide more family oriented apartment housing. This form of development has not materialized, and most families continue to prefer single family or other forms of low density housing.

The area north of the CP tracks, which was zoned DC1 under the 1981 Strathcona Plan, has experienced some new single family development, as well as some row housing and fourplex development. There has also been conversion of single family dwellings to commercial use in this area. The existing housing in the area includes a few homes with historic value, as well as a number of basic bungalows and semi detached housing. In some locations the area abuts the high rise apartment district. It has been difficult to enforce the architectural guidelines put in place by the DC1 district because of the existing architectural diversity of the area.

General Intent of the Area

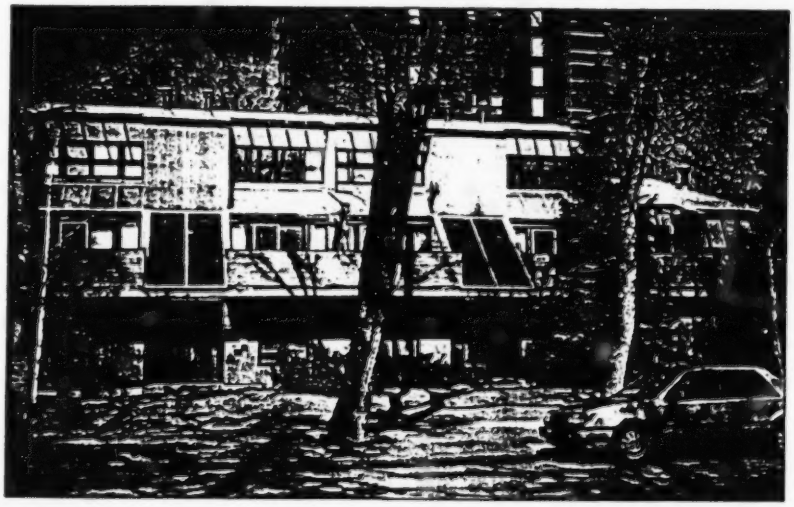
The general purpose of this area is to preserve a mixture of residential uses, accommodating the apartments that already exist, and maintaining single family and low density residential development, so that a variety of housing can continue to be provided in the area. The secondary purpose is to encourage greater compatibility of physical form between the two types of housing, to provide more consistent scale and maintain the interesting qualities and character of the streetscape.

Issues

1. *If existing areas of single family housing are redeveloped for apartments, or stacked row housing, low density housing in the area could eventually be eliminated. Over the long term, this would reduce the number of families, and change the physical character of the area.*
2. *Conversion of single family homes for commercial use in the area zoned DC1, north of the CP tracks, has impacted the residential character of the area. In addition, the architectural requirements of the DC1 district are not always appropriate in this area.*

The regulations of the DC1 zone allowed conversion of single family housing to commercial use. There have been a number of commercial conversions in the area, and there is a concern that further conversions may start to erode the residential character of the area. The DC1 zone provided architectural guidelines, to ensure new development included traditional architectural features. The guidelines have been difficult to enforce as there is not a strong precedent for traditional architecture throughout the DC1 area. The DC1 district did not include regulations to ensure new development is compatible with the overall character of the streetscape, or with the mass and scale of existing housing. These aspects are considered to be important, and there is a desire to change the zoning in the DC1 area, to remove regulations that have proven ineffective, and to provide an opportunity for new regulation to address these more critical issues. There is still a strong desire to maintain single family and low density housing.

Apartment and single family housing compatible in scale



Apartment housing uses regular front entrances and set backs and features to create interest on the street

3. *New single family and low density development may not be compatible in terms of mass and scale with existing single family development and may not respect the traditional pedestrian oriented character of the front street.*

There is an extensive discussion of this issue in the previous section on Low Density Residential Development. (See issues 1, 2, 3, and 4) These same concerns apply to single family housing in the Mixed Low and Medium Density Residential Area.

4. *Existing apartment development is often incompatible with the character of the front street, and with the mass and scale of single family development in the area*

Many of the existing apartments lack compatibility with single family housing and with the overall character of the area. If existing apartments are renovated or redeveloped, they should be compatible with the pattern and scale of lower density housing, and preserve the existing character of the street.

5. *In the 1981 Old Strathcona Plan, a number of properties were zoned RF6 to encourage family oriented apartment housing. Most of the RF6 zoned properties continue to support low density single family housing. The provision of family housing in the area will be met most effectively by retaining existing low density housing.*

6. *Expansion of commercial uses into this area is not desired. There is adequate commercial development in the Whyte Avenue Commercial District. Exceptions could be along 104 Street.*

There are a number of larger homes on 104 Street which is a major arterial. Some of these homes have already converted to commercial use. This street presents a unique opportunity for conversions of single family dwellings to commercial use. Commercial conversions on 104 Street would have minimal impact on the interior residential area, and would allow the character of the street to be maintained while providing an opportunity to develop a different kind of commercial space.

Policies
(Low and Medium Density)

1. Properties that are developed for low density residential use will retain their current zoning, and redevelopment for single family dwellings will be encouraged.

2. New low density residential development will be compatible in mass and scale with existing single family housing. New development will respect the traditional pedestrian oriented character of the front street and will maintain sunlight and privacy on adjacent properties. This may be achieved by:
   a) Compatible alignment along the front street
   b) Requiring front entrances, and accommodating features such as porches and verandahs.
   c) Prohibiting front drive garages
   d) Reducing height and introducing regulations that reduce the appearance of height;
   e) Increasing rear yard requirements; and
   f) Require placement of rear detached garage at the back of the lot.

3. Properties currently zoned for medium density residential use may be redeveloped for apartments or stacked row housing but rezoning to accommodate additional medium density development in the mixed use residential area will not be supported except in the area between 102 and 103 Street, north of 83 Avenue. This area could be rezoned to allow medium density residential use with a maximum 3 storey height and a maximum density of 99 units/hectare (40 units/acre). There will be units fronting onto both 102 and 103 Streets and pedestrian access shall be provided at 83, 84 and 85 Avenues between 102 and 103 Streets.

4. Future apartment development will be sensitive to the scale of adjoining single family development and reflect the interesting qualities and character of the street cape that is currently present in the community. This will be achieved by:
   a) Reducing the height of apartments to 3 storeys, including habitable basement development;
   b) Requiring articulation of the front facade and regular placement of front entrances;
   c) Reducing side yard requirements to provide a pattern of breaks in development that is more consistent with single family housing; and
   d) Accommodating features at the first storey level to create interest on the street and reduce the appearance of height and mass.

5. Expansion or development of commercial use into this area will not be supported except on 104 Street where conversion of a single family home to commercial use could be supported, providing that there is minimal impact on adjacent residents and the residential character of the structure and property is maintained.

WALK UP APARTMENT AREA

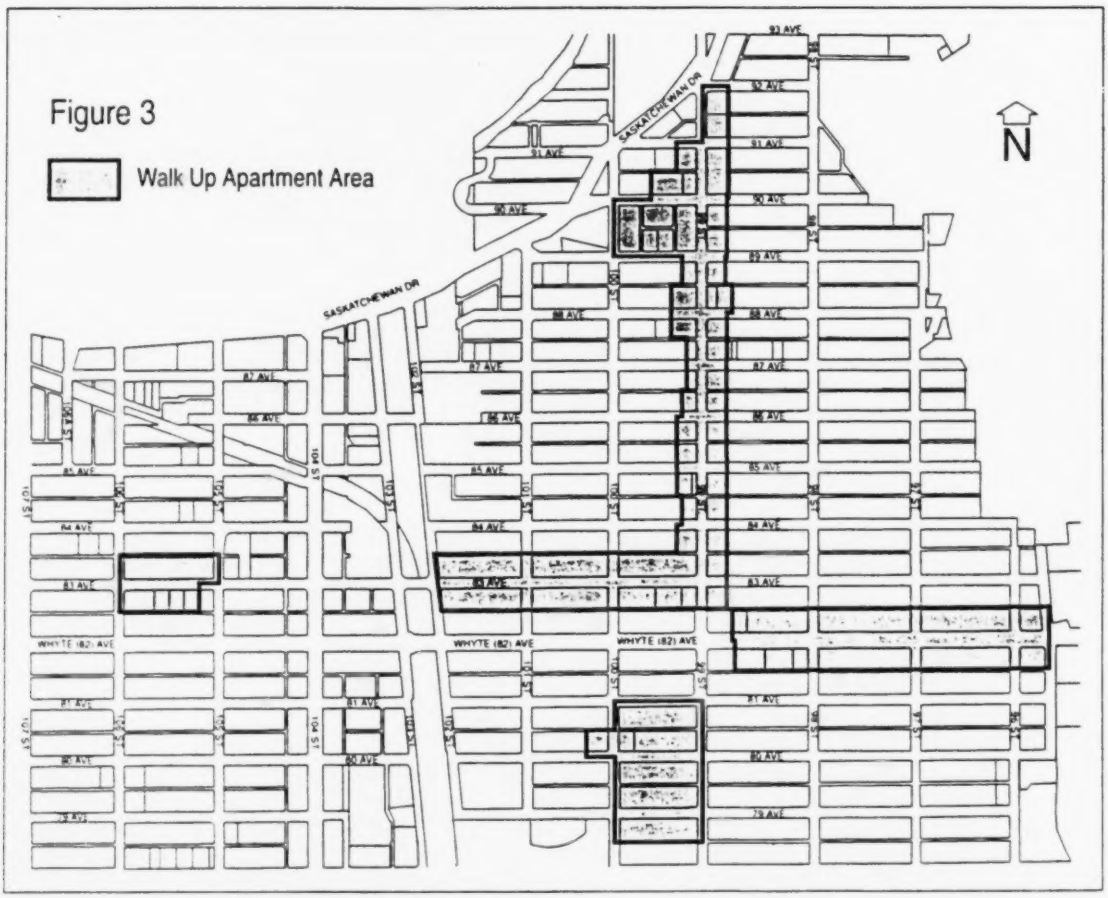
Background

The walk up apartment area includes the properties on both sides of 83 Avenue, west of 99 Street, on both sides of 99 Street north of 82 Avenue, and on both sides of 82 Avenue, east of 99 Street. There is also a two and a half block area between 99 Street and 100 Street and 81 Avenue and 78 Avenue. Most of this area was zoned for walk up apartments before the 1981 Old Strathcona Plan and the 1986 Scona East Plan. Although the area is largely developed for walk up apartments, there are still a few remaining properties that are developed for single family or low density housing. There are also some properties on 99 Street and on Whyte Avenue that are developed for low intensity commercial use.

Within the walk up apartment area there are three blocks that are zoned RA7 which allows construction of 4 storey apartments. The remainder of the area, except for the commercial development on 99 Street and 82 Avenue, is zoned RA8, which allows construction of 6 storey apartments. Most of the existing apartments in the area are only 2 and 3 storeys in height. Generally the walk up apartment area abuts low density residential use.

Most of the apartment development in the area especially the older 1950 and 1960 apartments, have very basic architecture, and have not contributed positively to the traditional character of the street. Recently, some of the older apartments have been expanded and renovated. There is some potential for additional apartment development, and if the market for apartment housing expands there could be more renovations and redevelopment of existing apartments.

This area contains some commercially zoned properties on 99 Street and on 82 Avenue, east of 97 Street. Most of the commercially zoned areas are developed for



neighbourhood convenience types of use. They are generally pedestrian oriented buildings that abut the street with parking at the side or at the back of the property. There are eight properties on the east side of 99 Street between 90 and 89 Avenues, that are zoned but not developed for commercial use, although some of these are single family homes occupied by a business. The 1986 Scona East Plan recommended retention of existing areas of commercial zoning on 99 Street, but did not support further commercial zoning on 99 Street. The 1986 plan also recognized the commercially zoned properties on 82 Avenue east of 97 Street, and recommended that the low intensity character and pedestrian orientation of this commercial strip be maintained.

General Intent of the Area

The general intent of this area is to continue to accommodate walk up apartment development and to ensure that future apartment development or redevelopment maintains the pedestrian friendly character of the streetscape, is compatible with the scale of apartments that have been built to date, and has minimal impact on adjacent single family development. Existing low intensity commercial development on 99 Street and on Whyte Avenue east of 97 Street should continue to provide neighbourhood level commercial services. Future commercial redevelopment should ensure that buildings abut the street to provide a pedestrian friendly environment. Expansion of commercial uses into the residential area should be discouraged, except under specific conditions.

(Above) Six storey apartment is not compatible with single family housing
(Below) Typical older apartment

Issues

1. *Areas currently zoned RA8 could accommodate construction of 6 storey apartments. This scale of development would not be compatible with adjacent low density residential uses, or with the scale of existing apartments in the area.*

In the past, walk up apartments have been developed to 2 and 3 stories in height, although current regulations would allow larger and more intense development. Innovations in construction technology, and changing market trends, indicate that future apartment development may be larger scale than what has occurred to date, and may in fact be built to the maximum 6 storey height allowed under the current zoning. This type of development could have more impact on adjacent single family housing, and would change the character of the existing streetscapes.

2. *Existing apartment development appears to be architecturally very basic, and lacks the character and amenities of the single family housing it has replaced.*

Many of the apartments built in the 1950s and 1960s, have very plain facades, characterized by balconies and minimal entranceways onto the street. Where a number of apartments have been built on the block, the street has lost its traditional character, due to the lack of front entries, building facades

without architectural detail, and front yards that lack definition and landscaping. Apartments are recognized as being an important form of housing in the community, and there is a need to ensure that they maintain the desirable qualities that have made Strathcona an interesting area for pedestrians and residents who live there.

3. *Commercial development on 99 Street and on 82 Avenue east of 97 Street, is low intensity and pedestrian oriented, which complements the residential area and maintains the traditional historic character of the community. There is a desire to preserve these characteristics and protect the area from more intense and auto oriented redevelopment.*

4. *There has been pressure for more commercial development on 99 Street. Additional commercial development would increase potential for conflict with the residential area in terms of traffic shortcutting, noise, and the need for physical separation between residential and commercial use.*

5. *There is potential for conflict to occur on 79 Avenue between 99 and 100 Street, if the south half of the block is developed for medium industrial use, facing existing apartment development on the north side.*

Currently the south side of the Avenue is zoned for medium density industrial use, although it is developed for single family housing. The north side of the Avenue is zoned and developed for apartment use. Development of medium industrial use on the south side of the street could create an inappropriate and unattractive environment for the apartments, as well as a difficult area to operate an industrial business.

Front entrances, facade treatment and set back of the upper storey maintains street character

***Policies** (Walk Up Apartment)*

1. Additional apartment development will be supported in this area.

2. Future apartment development will be compatible with the existing scale of development and will reflect the interesting qualities and character of the streetscape that is currently present in the community. This may be achieved by:
   a) Reducing the height of apartments to 3 storeys, including habitable basement development or requiring that the 4th storey be set back from the street;
   b) Requiring articulation of the front facade, and regular placement of front entrances;
   c) Reducing side yard requirements to provide a pattern of breaks in development that is more consistent with single family housing; and
   d) Accommodating features at the first storey level to provide interest on the front street and reduce the appearance of height and mass.

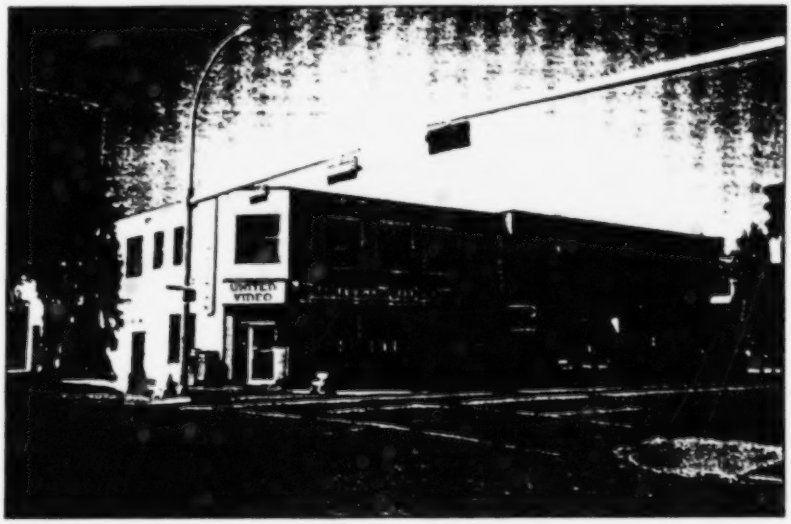
3. Future commercial redevelopment on 99 Street and 82 Avenue will be geared to neighbourhood convenience use and will be pedestrian oriented. This may be achieved by:
   a) Buildings constructed to the property line with parking at the side or rear of the development;
   b) Features along the street facing facade, including large window areas, canopies, entrance features, and outdoor sitting areas, to promote the pedestrian character of the street;
   c) Vehicular access from the back lane or flanking street.

4. Rezoning to accommodate commercial development in

residentially designated areas, not located on 99 Street or 82 Avenue, will not be supported.

5. Rezoning to accommodate additional commercial development on 99 Street or 82 Avenue could be supported when the following conditions are met:
   a) the property has a history of commercial use;
   b) the development will have frontage on 99 Street or 82 Avenue, and will be within 41 m of 99 Street or 82 Avenue;
   c) the proposed commercial zoning accommodates uses that are geared to neighbourhood convenience and would create minimal disruption to adjacent residents especially during evening hours;
   d) the proposed commercial development will be pedestrian oriented, and meet with the same requirements as other commercially zoned areas on 99 Street and 82 Avenue; and
   e) a traffic impact assessment may be requested and the developer may be required to implement traffic controls to discourage short cutting through the adjacent residential area.

6. A residential environment shall be maintained on 79 Avenue between 99 and 100 Streets, although conversion of existing single family structures for office use will be accommodated.



Local street oriented commercial development

HIGH RISE APARTMENT AREA

Background:

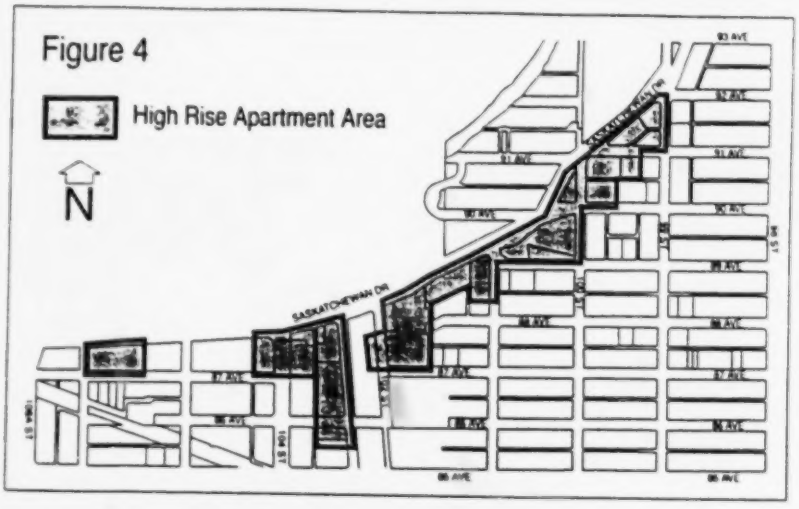
The high rise apartment area includes pockets of medium to high density apartments, located along Saskatchewan Drive between 106 and 99 Street. The area has been developed for apartments ranging from 4 to 24 storeys. This area was zoned for high density residential use prior to the approval of the 1981 Old Strathcona Plan, and the zoning in this area did not change as a result of the 1981 plan. Many of the apartment units in this area are owner occupied condominium dwellings.

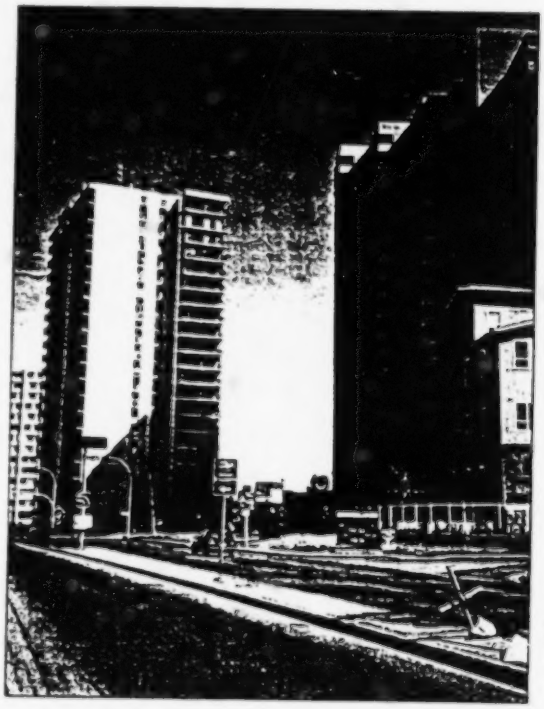
The high rise apartment area is developed almost exclusively for residential use, although there are some exceptions including a commercial development in the historical Ritchie Mill on Saskatchewan Drive and 102 Street. There is also some small scale commercial development on the ground floor of high rise developments, which is allowed under the current zoning. High rise units are providing an opportunity for affordable ownership, low maintenance, and recreation amenities for residents, not generally available in other forms of housing. The area is almost fully developed for apartments and there is very limited opportunity for new high rise development.

General Intent of the Area

The general intent of the area is to provide an area for high and medium density apartment living at a location that offers good views of the river valley, and good access to the university, downtown, and the retail, office and entertainment services on Whyte Avenue.

Figure 4





High rise apartments on Saskatchewan Drive

High rise apartments on Saskatchewan Drive

Issues

1. *Expansion of the high rise apartment district would block sunlight and views of the river valley, impact adjacent low density dwellings, and generate more traffic in the area.*
2. *In some places the high rise residential area abuts an area of low density use, creating an abrupt change of mass and scale.*
3. *Stand alone commercial development is not appropriate in the area as it would draw more traffic into the area and impact the residential character. There is good access to commercial services on Whyte Avenue.*

***Policies** (High rise Apartment)*

1. Medium and high density residential development will be supported in this area.
2. The high rise apartment area will not expand into the mixed low and medium density residential area.
3. Within the high rise apartment area, rezoning to allow development over 6 storeys will not be supported adjacent to areas zoned for low density residential use.
4. Further commercial development in this area will not be supported, except in so far as it is accessory to high rise residential development.

WHYTE AVENUE COMMERCIAL AREA

Background

The Whyte Avenue Commercial Area contains the historic commercial and social centre of one of Edmonton's first urban settlements, and consequently has a unique concentration of older buildings and a rich railroad heritage. Development was characterized by small individual shops compactly arranged, a strong sidewalk orientation between pedestrians and buildings, a concentration of public meeting places, and the low scale and density reminiscent of early twentieth century architecture. Two major inner city arterial routes traverse the area, providing a high level of public transit and vehicular service, exposure and accessibility.

Whyte Avenue at 104 Street

Figure 5

Whyte Avenue Commercial Area

N

Subsequent commercial growth occurred east and west along Whyte Avenue and north and south of the core area, often involving auto-oriented uses.

In the 1980s, trendy shops started moving into the area and increased the interest of property owners, residents and interest groups in rehabilitating the commercial area . The Old Strathcona Area Redevelopment Plan was approved in 1981, and by the mid-80s, core area property owners had expressed their commitment to the future by funding streetscape improvements, maintained by the City, and setting the trend for streetscape improvement programs elsewhere in the commercial area.

In the 1990s, with the growth in people visiting, working, living and opening businesses in the area, new forms of entertainment and service industries were attracted in increasing numbers. These changes have resulted in increased traffic, parking and pedestrian congestion, and further pressure for even more redevelopment in the area. Since the 1980s, separate planning studies have given rise to a number of regulatory differences governing uses and parking standards in different parts of the area. This often led to complexity, uncertainty, inconsistency in granting variances, and occasionally competitive disadvantages for new businesses.

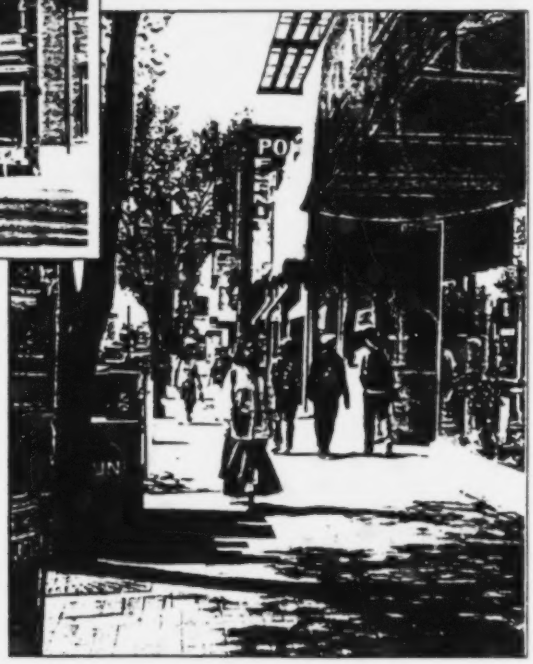
General Intent of the Area

The General Intent of the area is to maintain and strengthen the multi-faceted role of the Whyte Avenue Commercial Area and preserve and reinforce its scale, diversity, urban design and architectural character, within the confines of its existing location.

This commercial area's role is to:

- provide a full range and variety of convenience and special purpose shopping, commercial, dining and entertainment services to meet the needs of surrounding residents and the larger city and regional market areas;
- preserve the opportunities for continuation of the unique and small independent businesses traditionally found in this area;
- provide an environment where commercial activities retain a strong sidewalk relationship between pedestrians and buildings;
- provide an environment where historically significant commercial buildings are compatibly integrated with present day architectural creations;
- provide a venue for arts, cultural and entertainment events and operations accessible to the broader public; and
- provide a unique and attractive tourist destination within the city.

(Above) Dominion Hotel on Whyte Avenue



Whyte Avenue - a "people place"

General

Issues:

1. *potential encroachment/ expansion of the commercial area into surrounding residential areas*
2. *potential incompatibility of commercial buildings with adjacent residential buildings*
3. *the loss of historical buildings due to demolition or renovation*
4. *the lack of development and architectural guidelines to ensure architectural and massing compatibility of infill development, including preservation of historical resources in the core area*
5. *incomplete pedestrian streetscape design on Whyte Avenue and in the Whyte Avenue Commercial area*

Policies:
(Whyte Avenue General)

1. The Whyte Avenue Commercial Area will not be permitted to encroach upon or expand into the surrounding residential areas.
2. Intensification or growth of businesses is encouraged within the Whyte Avenue Commercial Area provided building height is compatible with the low rise characteristic of the commercial area and with the surrounding residential development.
3. The owners of buildings on the Register of Historical Resources in Edmonton will be encouraged to undertake designation and preservation of these heritage resources as defined by the City of Edmonton Historic Resource Management Program.
4. New developments and renovations will respect, complement and be compatible with the surrounding architectural and site development styles of the immediate area by:
   a) limiting maximum building height to 4 storeys, except for Hotel developments on Whyte Avenue which shall not exceed 6 storeys;
   b) providing building frontage widths consistent with small individual shops (approximately 10 m) or incorporating facade treatments reflecting this appearance;
   c) locating buildings to front and side property lines;
   d) incorporating architectural elements such as windows on all storeys and facade wrap-around treatments for consistent appearance on corners;
   e) designing signage which is oriented to pedestrian rather than vehicular traffic;
   f) restricting vehicular access to abutting lanes and prohibiting direct vehicular access from avenues and streets; and
   g) locating accessory and non-accessory vehicle parking at the rear of the site adjacent to the lane.
5. In addition to the above, new development and renovations in the historic commercial core will respect, complement and be compatible with the architectural and site development styles and heritage characteristics of this area by:
   a) incorporating horizontal and vertical architectural elements such as size and location of windows and entranceways, and building proportions;
   b) utilizing traditional building materials for exterior finishes; and
   c) limiting adornments and signage on buildings to styles, placement and orientations traditional to the core area and its early twentieth century period of development.
6. Improvements to the pedestrian environment and streetscape of this commercial area, including the completion of the Whyte Avenue Streetscape Program to 109 Street, will continue to be emphasized, with the enhancements to be paid by a Local Improvement Levy or similar contribution.

Commercial

Issues:

1. *the pressure for development of large commercial operations such as chain stores and large hospitality and entertainment establishments, which are not consistent with the small scale commercial establishments prevalent in the area*
2. *inconsistent regulation of uses allowed throughout the area promoting concentrations of uses and limiting opportunities for diversity and balance*
3. *the interruption to the pedestrian shopping experience of the area caused by replacement of street level retail establishments with alternate uses*
4. *impacts of the numbers and concentrations of patrons frequenting large restaurant and bar operations upon adjacent businesses and residents*

Policies
(Whyte Avenue Commercial)

1. Commercial development will include a broad range of retail, general commercial, entertainment, professional, financial and limited industrial businesses and services to serve both the neighbourhood and the larger trade area.
2. Retail uses will be encouraged to develop at street level.
3. Office developments will be encouraged on upper storeys above commercial uses at street level to allow for intensification of the commercial area with minimal impact on parking and good public transit accessibility.
4. Uses which are primarily automobile oriented will not be accommodated in the historic commercial core.
5. Eating and Drinking Establishments will be limited to a maximum occupant load of 200 or a maximum size of 240 m^2 in public space.
6. The size of commercial establishments in the historic core area will be limited.

Light Industrial

Issues

1. *The area located between 100 and 101 Streets and 79 Avenue and the lane south of 81 Avenue, is an area in transition containing a mixture of residential, institutional, commercial and industrial uses. Direction for the long term development of this area is required to reduce conflicts and competition between various types of uses.*

Policies
(Whyte Avenue Industrial)

1. Development of light industrial and commercial uses will be supported in the area between 100 and 101 Streets and 79 Avenue and the lane south of 81 Avenue.
2. Where commercial uses are accommodated in this area the policies for commercial use as outlined for the Whyte Avenue Commercial area shall apply.
3. Where residential uses are accommodated in this area, the policies for residential use for the Whyte Avenue Commercial area shall apply.

Residential

Issues:

1. *absence of a safety presence often attributed to the existence of residential development*
2. *interruption of the continuous pedestrian shopping environment caused by the introduction of exclusively residential buildings*
3. *development of conflicts between residential and commercial/ service uses due to differences in requirements, expectations and purposes*

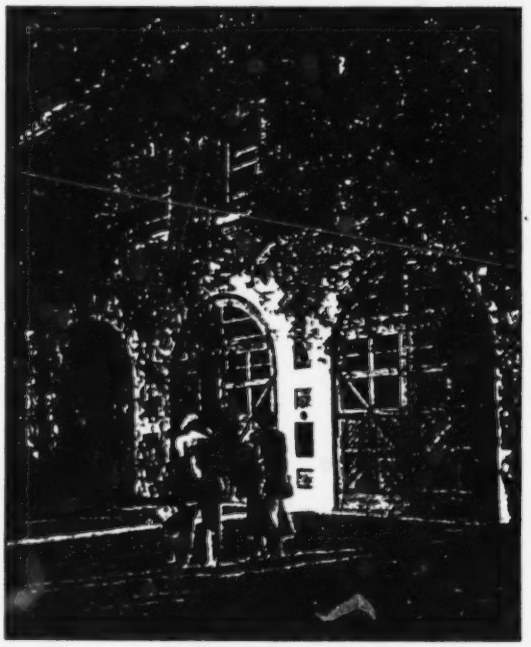
Policies
(Whyte Avenue Residential)

1. Non-family residential uses will be allowed only in the upper storeys of buildings to ensure an uninterrupted retail and service environment at street level and to add a safety presence to the area after regular business hours.

Cultural and Community

Issues:

1. *low emphasis on and promotion of the arts, cultural and community amenities of the area*
2. *potential sale of the City-owned Old Strathcona Bus Barns Building which could force important cultural elements, namely the Farmers Market and Fringe Theatre (formerly Chinook Theatre), to relocate out of this area*



Former Number 6 Fire Hall converted into the Walterdale Theatre

3. *McIntyre Park's design deficiencies resulting in high maintenance and safety concerns for the cultural venue and community meeting place*

Policies *(Whyte Avenue Cultural and Community)*

1. Cultural and community uses such as libraries, cultural attractions, art galleries, museums and theatres which complement the area's commercial function will be encouraged, particularly near the existing cultural enclave north of the historic commercial core.

2. The Old Strathcona Bus Barns Building will be retained and leased, allowing two important community and cultural elements to remain in the area, pursuant to the following four conditions:
   a) uses such as the Fringe and Farmers Market are to be encouraged within the existing structure. However, the building may not be altered except as required to comply with the minimum standards of the Alberta Building Code and for ordinary maintenance and reasonable upkeep;
   b) the vacant City-owned parcel east of the Barns, located in the Mixed Low and Medium Density residential area, will be retained to provide a public parking lot for community and cultural uses for the duration of the lease of the Bus Barn Building;
   c) extensive landscaping and upgrading of the building are not required due to the likelihood of eventual redevelopment of the site; and
   d) the lease should encourage the provision of pedestrian access/ linkages from the Bus Barns to public amenities to increase the integration of this building and it's tenants with the surrounding community of Old Strathcona.

3. Emphasis will be placed upon redeveloping McIntyre Park to increase the functional space and reduce safety and maintenance concerns.

Parking

Issues:

1. *high parking requirements (considering public parking availability) conflicting with pedestrian priority and commercial intensification objectives*
2. *the application of different parking standards, causing inequity and discouraging new businesses*
3. *lack of assurance of continued future availability of public parking facilities*
4. *on-street parking in residential areas by visitors unable or unwilling to use parking facilities within the commercial area*

Policies *(Whyte Avenue Parking)*

1. In recognition of the pedestrian nature of the area, the desirability of retaining existing structures throughout the area, and the availability of a significant amount of public parking and adequate transit service in the area, parking requirements are reduced so as not to prevent the development of new commercial and service uses in this built inner city commercial area.

2. Public parking facilities in the road rights-of-way and properties owned by the City, including the parking lot east of the Bus Barns across 103 Street, will be retained for public parking uses in order to augment private parking facilities. Before such facilities are removed or considered for sale, a public review will be required to ascertain the implications and impacts upon the community of such a removal or sale; including consultation with the historical, community, business and special interest groups in the Old Strathcona Area.

3. Parking Restrictions may be implemented in residential areas affected by on-street parking related to the Whyte Avenue Commercial Area where supported by the City and the residents.

Chapter 4
PARKS, PUBLIC AND INSTITUTIONAL LANDS

Old King Edward School

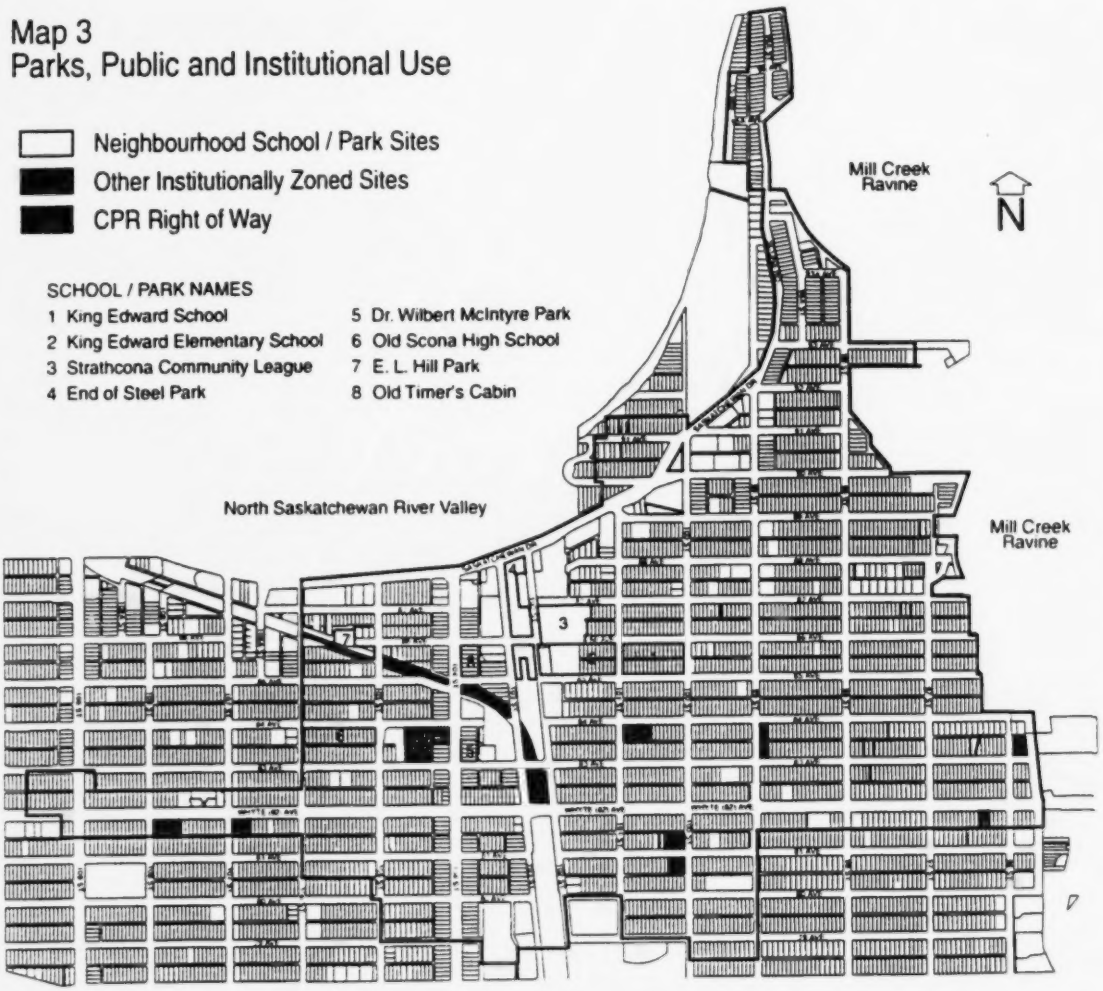
Background

Currently there are three school sites, a Community League building and park site, and a number of passive parks in the Strathcona area. Some of the park space remains undeveloped, including the space between 102 and 103 Street, north of 85 Avenue. McIntyre Park on 83 Avenue and 104 Street, is used intensively for a variety of festivals and events that are not community based. Other community park and open space is generally used for neighbourhood recreation except for major events such as the Fringe Festival.

The community's location adjacent to Mill Creek Ravine and the River valley, provides a unique opportunity for residents to access trails and city wide facilities. Currently there are a number of pedestrian access points to the ravine and river valley although they are not all clearly signed and marked.

The former CP rail right of way that runs diagonally through the west portion of Strathcona is a prominent local feature, allowing for relatively unobstructed linkage through the community, connecting many heritage sites, public spaces and activity nodes along its length. These characteristics have led to competing proposals over the years including residential and commercial development, public transit, parks, pathways, parking, and gardens. At present, the portion west of 103 Street is owned by the Province but leased to the city. The Province acquired the route to protect the option of an intra-city rail link in the future. The city limits current use of the rail right of way to a seasonal trolley line and certain special festivals and has planned for a pedestrian and bicycle pathway. The city also owns several parcels adjacent to the right of way which could be consolidated to create sites suitable for alternative uses.

Strathcona has a number of churches and municipal service buildings, currently zoned US (Urban Service) District. Parks, school sites, institutional uses, and the CP right of way are shown on Map 3.



Issues

1. *McIntyre Park currently suffers from intensive use that results in high maintenance and some safety concerns about use of the park.*
2. *Heavy demands on McIntyre Park for non local recreation activity could result in overflow activity on other park sites in the community that are currently functioning as local parks.*
3. *If an institutional use, (e.g. church), is discontinued, there is often pressure to replace it with a more intensive development. The current zoning (US Urban Service District) provides few options for other types of development. Without a change in zoning, there may be limited opportunity for continued use of the site.*
4. *There is a need to provide direction for the interim use of the CP right of way lands and for their future development should they be released from provincial ownership, and for the remnant city owned parcels located adjacent to the CP right of way.*

***Policies** (Schools, Parks and Institutional Use)*

1. School sites and areas currently designated as park land will be retained for recreational and public use

2. If McIntyre Park is redeveloped, the emphasis will be placed on increasing the functional space and reducing safety and maintenance concerns.

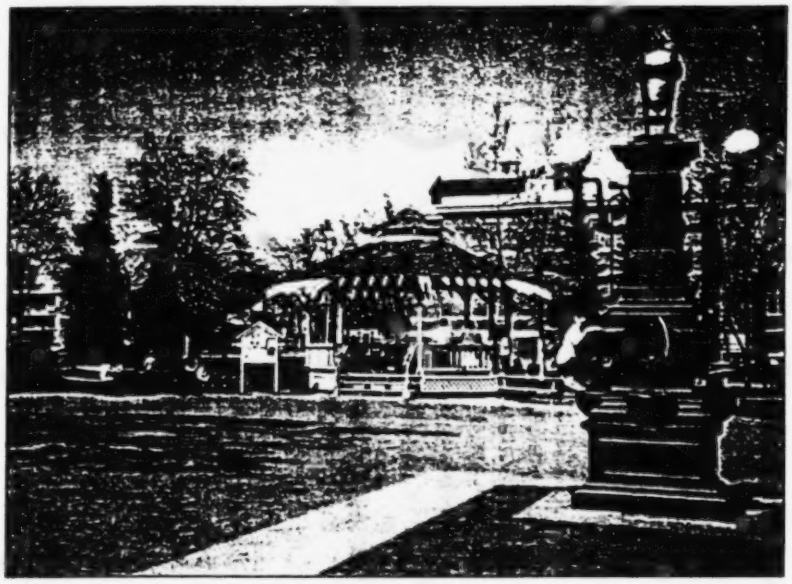
3. Priority will be given to programming park sites for neighbourhood activity, except during special annual events such as the Fringe. Future programming of park sites, especially McIntyre Park, will consider the impact on adjacent residential areas.

4. If sites zoned for institutional use are to be redeveloped, they may be rezoned only for uses that are compatible with abutting properties, and comply with the Plan policies for the area within which they are located.

5. Interim uses of the CP right of way could include development of a pedestrian or bicycle path, passive recreation development, and uses which encourage public recreation and promotion of the Strathcona area. Should the right of way no longer be required for rail purposes, it may be developed for:
   a) A permanent pedestrian bike way
   b) Passive recreation space
   c) Commercial, residential or institutional uses when consolidated with adjacent parcels, and when such uses are compatible with development on adjacent properties, and comply with the Plan policies for the area in which they are located.

6. City owned remnant parcels adjacent to the CP right of way will not be sold until such time as the long term future of the CP right of way has been determined. However the short term lease of these remnant parcels to adjacent owners is encouraged. Alternatively these parcels could be developed on a temporary basis for community use. (e.g. passive park, community gardens, etc.)

7. Properties owned by the City of Edmonton adjacent to Mill Creek Ravine, that are currently developed as part of the river valley parks system will be maintained as part of the river valley parks system.



McIntyre Park

Chapter 5
HISTORIC PRESERVATION

Holy Trinity Anglican Church

Background

Between 1891 and 1912 Strathcona existed as a separate community on the south side of the North Saskatchewan River, directly across from Edmonton. In 1890 the Calgary and Edmonton Railway was incorporated to build a railway from Calgary to near Edmonton. By July 1891 the tracks had reached the south bank of the North Saskatchewan River, in Strathcona, where construction stopped. Whyte Avenue and 104 Street were graded and construction of a train station, hotel and other buildings commenced. By 1899, when the Town of Strathcona was incorporated, the characteristic development pattern of Strathcona had evolved, with the commercial area centred on Whyte Avenue and to a lesser extent on 104 Street. The residential area centred around the school at 84 Avenue and 105 Street. By the end of 1902 a rail link connected Edmonton to Strathcona. At the peak of it's physical development between 1907 and 1912, Strathcona had constructed a new City Hall, Fire Hall, Library, and Hospital. Many of the earlier buildings still hold a prominent place in Strathcona, and lend to its atmosphere as a distinct place. Map 4 shows buildings on the historic registry.

Issues

1. *The historic character of Strathcona may be diluted if:*
   - *Historically significant buildings are replaced or altered.*
   - *New development in the area does not respect the special qualities and character of existing streetscapes, urban design, and the traditional functions of the area.*
2. *The conversion of single family homes to commercial uses in order to ensure their preservation, may negatively impact on the integrity of residential areas.*

There are some single family homes that have been identified as historic buildings, and converted into commercial use. While it may be

Map 4
Historic Buildings

Federally Designated Historic Buildings (as of 1998)

1 CP Station

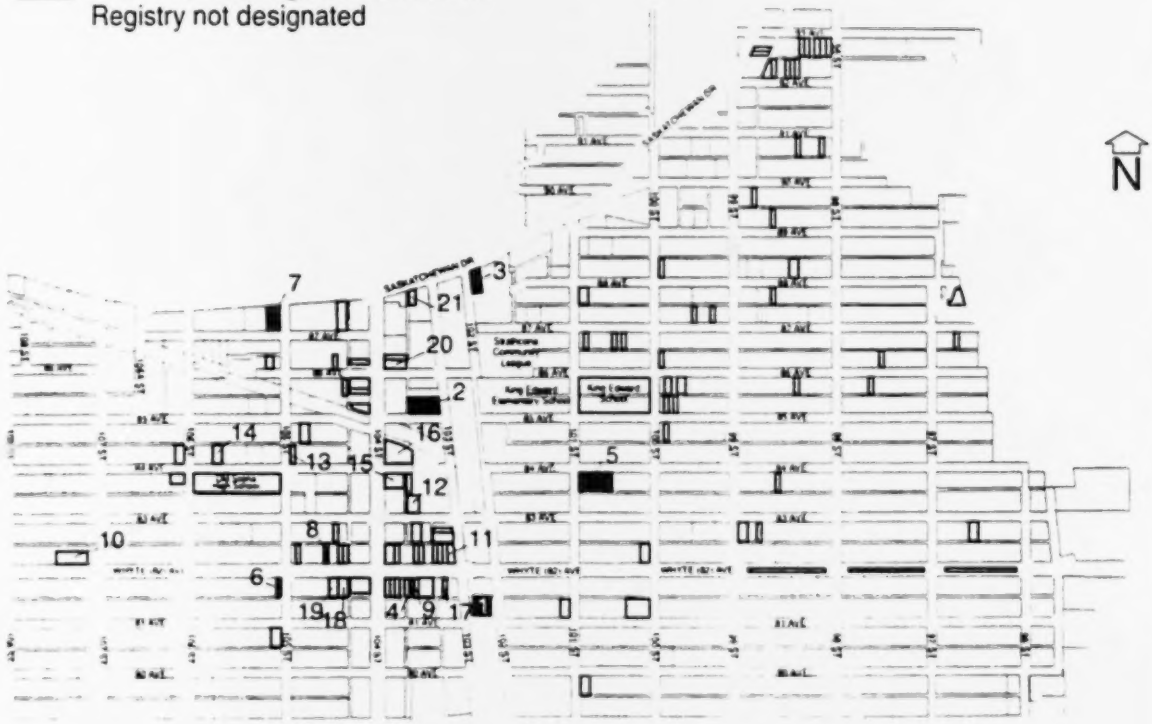
Provincially Designated Historic Buildings (as of 1998)

2 Connaught Armoury
3 Ritchie Mill
4 Gainer Block
5 Holy Trinity Anglican Church
6 Strathcona Pub Building
7 J.J. Duggan Residence
8 Douglas Block

Municipally Designated Historic Buildings (as of 1998)

9 Princess Theatre
10 St. Joseph's Hospital
11 Strathcona Hotel
12 Strathcona Firehall #1
13 McLean Residence
14 Bard Residence
15 Strathcona Library
16 Knox Presbyterian Church
17 Ross Block
18 Chapman Bros.
19 Richards Block
20 Mayor J. McKenzie Residence
21 A.H. Hunter Residence

Sites and Buildings on the Historic Registry not designated



Historic Bard Residence

acceptable to allow some commercial function in these structures, complete removal of a residential component can undermine the social fabric of the neighbourhood and reduce the sense of security derived from occupancy of the structure at night.

***Policies** (Historic Preservation)*

1. The city will support designation and preservation of structures on the historic registry within the residential areas. Major home occupations are encouraged in these structures and a broader range of residential uses may be accommodated providing that the historic aspect of the structure and site are retained.
2. The city will support the official designation and preservation of community and cultural buildings on the historic registry, such that the historic aspect of the structure and site are maintained. The structure should preferably continue to be used for public functions, although commercial functions may also be accommodated where adjacent properties are zoned for commercial use.
3. The city will support designation and preservation of structures on the historic registry in commercial areas. New development and renovations in the Whyte Avenue historic commercial core will respect, complement and be compatible with the architectural and site development styles and heritage characteristics of this area by:
   a) incorporating horizontal and vertical architectural elements such as size and location of windows and entranceways, and building proportions;
   b) utilizing traditional building materials for exterior finishes; and
   c) limiting adornments and signage on buildings to styles, placement, and orientations that are traditional to the core area and its early twentieth century period of development.

Chapter 6
TRANSPORTATION

Background

The Strathcona neighbourhood is located adjacent to major river crossings and experiences considerable impact from traffic moving to and from Edmonton's Downtown. Its location in the inner ring of older residential neighbourhoods encourages traffic pressure from outlying communities. Strathcona also sits adjacent to Whyte Avenue, the only major east west route between 63 Avenue and the River, providing the most direct link between Highway 14 and the University of Alberta. The community is penetrated by a number of arterials, including 99 Street, 104 Street, and 103 Street. (Map 5 shows major arterials)

Other factors have had an impact on the residential streets in Strathcona. The proximity of the Whyte Avenue commercial area, the popularity of area attractions and events in the community, the intensity of residential development, and the grid pattern of roadways which may encourage shortcutting through the community to reach outside destinations, or avoid arterial congestion, all contribute to traffic and on-street parking on local streets.

Strathcona is a major destination area for pedestrians and cyclists, as well as an area where commuter cyclists are likely to pass through en route to the University and Downtown. It is also an area where pedestrians and cyclists are likely to live, taking advantage of a location where it may not necessary to use a car to reach major destinations. The proximity of the area to city-wide bicycle trails in the river valley and Mill Creek Ravine, give further motivation to walk or cycle into the area.

Issues

1. *The number of arterial roadways that penetrate the community, the high volumes of traffic on arterial roads, and the designation of some arterial roads as truck routes, has negative impacts on the community.*

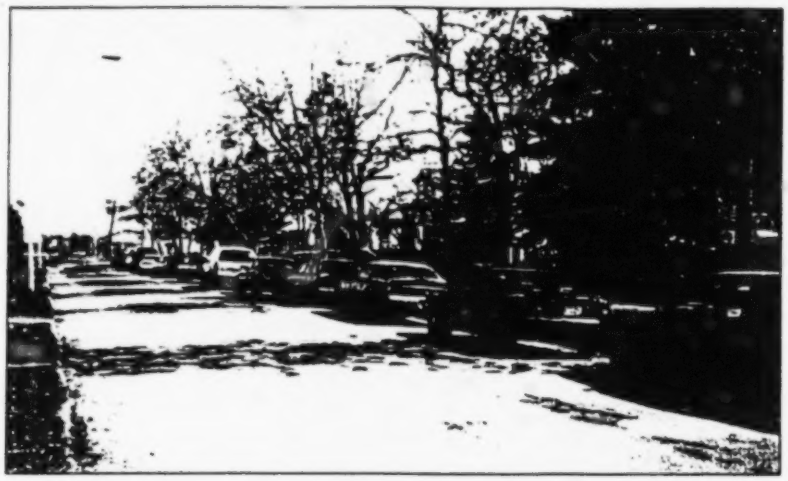
   Arterial roads divide the Strathcona community, creating both a physical and social barrier. Heavy volumes of traffic on arterials inhibits accessibility to community focal points, create a less desirable living environment in terms of dirt, noise and pollution, and may lead to shortcutting through the neighbourhood, to avoid arterial congestion.

2. *General traffic congestion and amounts of traffic on residential roadways negatively impacts residents.*

   Residents perceive an excessive amount of traffic on some local roads. This may be attributed to a number of factors including the intensity of development within the community, the concentration of commercial attractions in the area, vehicles circulating through the area to access parking, and traffic shortcutting through the area to get to other destinations.

3. *Long term parking on residential streets negatively impacts residents.*

   Long term use of on street parking may be attributed to a number of factors, including commercial clients seeking free parking close to the Whyte



On street parking in a residential area

Avenue shopping area, lack of adequate off-street parking for apartments, and apartment dwellers and visitors using on-street parking because it is more convenient. The use of residential streets for parking by Whyte Avenue customers may also cause traffic congestion, as vehicles circulate through the area looking for a parking space. Commercial parking on residential streets is especially a problem in the evenings and late night, when residents are more likely to be disturbed by vehicles leaving and are more likely to want access to parking in front of their own properties. There are a number of commercial parking lots in the Whyte Avenue area. At times they are not fully utilized as customers find free parking elsewhere. However, during peak shopping hours they are used extensively, and provide a vital service in the area. If parking on residential streets is restricted, the commercial parking lots will become even more important.

4. *Lack of sidewalks may impede pedestrian circulation.*

There are a number of roadways in Strathcona particularly north/south streets, where there are no sidewalks. Some of these streets such as the east side of 103 Street, experience a lot of pedestrian traffic, particularly during special events. Because there is no sidewalk on the east side of 103 Street, pedestrians using the bus barns parking lot may cross 103 Street without the benefit of a traffic light. Sidewalks are also absent along 102 Street between 82 Avenue and Saskatchewan Drive, and there are no connecting sidewalks between 103 Street and 102 Street. The lack of sidewalks in this area is an issue because the area is heavily used by pedestrians. Because 103 Street is a major arterial entering into the city centre, the provision of a sidewalk along the east side would improve the aesthetics of the entranceway, especially if the sidewalk were to be separated from traffic by a treed boulevard.

The area east of 99 Street does not have any north south sidewalks, and the sidewalk on 99 Street is narrow, with little separation from the traffic. North south pedestrian access needs to be improved on 99 Street, and/or east of 99 Street.

5. *Multiple activities create sidewalk congestion.*

Congestion occurs particularly in the Whyte Avenue area, as sidewalks are shared with pedestrians, bicycle parking, in-line skaters, vendors, outdoor seating areas, and signs.

6. *There is a need to maintain safe access for pedestrians and bicycles crossing arterial roadways in and around the community.*

Major arterials running through the community, separate people from activity areas. For example, 99 Street separates the local school from the bulk of family dwellings in the community. A major parking facility on the east side of 103 Street is separated from heart of the commercial area, by 103 Street. Access to bicycle trails in Mill Creek Ravine and in the river valley require a crossing of Saskatchewan Drive or 99 Street. Currently there are a number of pedestrian lights to facilitate access across these arterials, but residents continue to have some concerns about safety and the need to cross arterials to access community recreation facilities and services.

7. *There is a need to increase awareness, safety, convenience, and visibility of bicycle and pedestrian routes*

Provision of safe, attractive and well marked pedestrian and bike routes may encourage use of these alternate transportation forms and reduce traffic congestion and parking problems. Where the opportunity exists, vehicle-free bicycle and pedestrian paths should be developed through Strathcona, to connect with Whyte Avenue, the University and Downtown. Consideration should be given to separating pedestrians and bicycles where possible, as the combined use of trails for pedestrians and bikes may also present a safety concern. Pedestrian and bike crossings, and access to the river valley, need to be well marked.

8. *Events such as the Fringe and Farmers Market increase traffic congestion, on street parking and demand for pedestrian access during the event.*

The impacts of special events cannot be completely eliminated but there may be some innovative ways to reduce the traffic and parking impacts on the community, while making it easier for people to attend these events.

***Policies** (Transportation)*

1. Consider the impact of heavy traffic volumes, and truck traffic on arterials that dissect the Strathcona Community when exploring city-wide transportation initiatives.

2. Support initiatives that will reduce the amount of traffic on residential streets.

3. Consider ways to mitigate traffic and parking impacts in approving new development in the community.

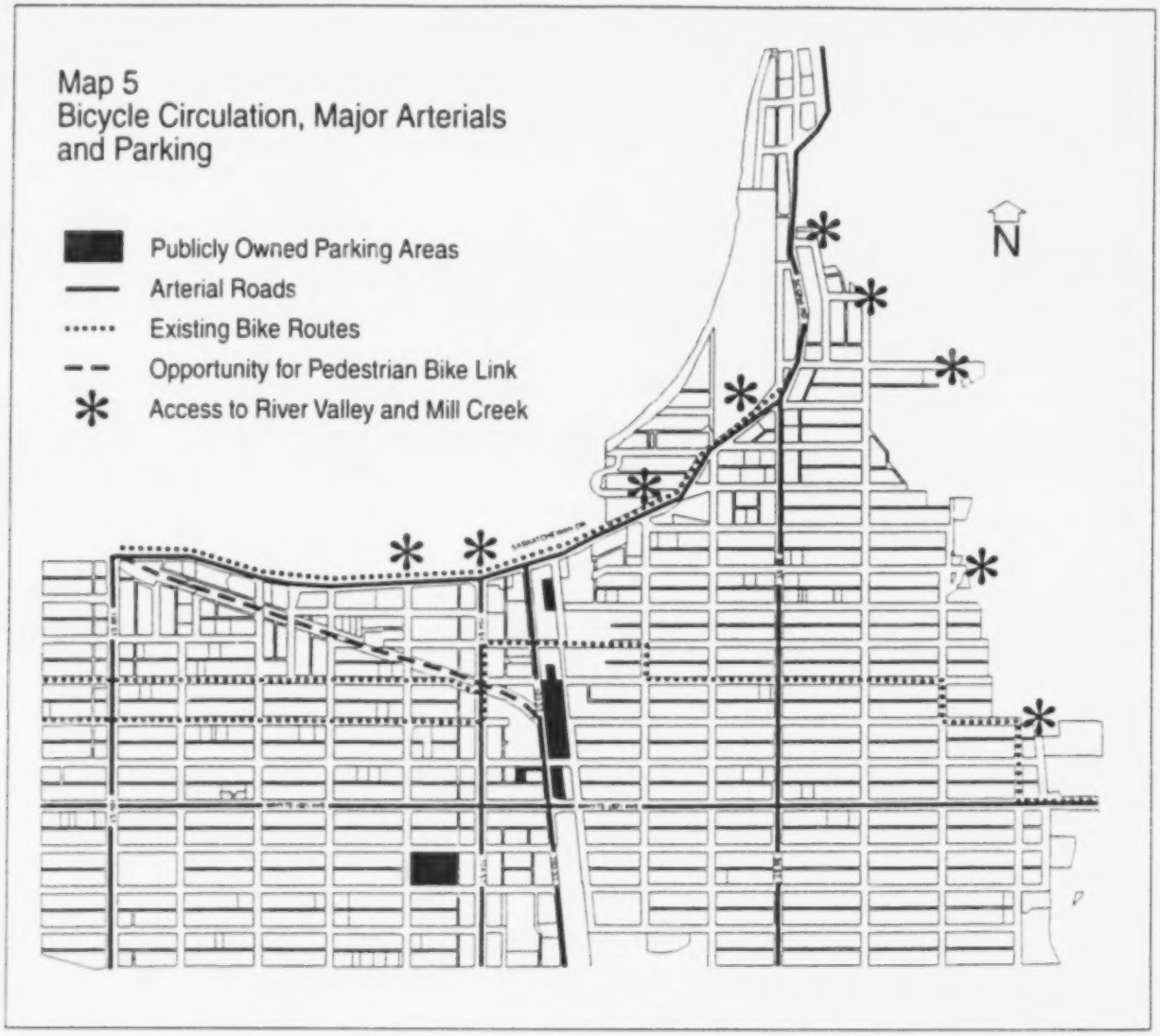
4. Support initiatives that will reduce the amount of long-term parking on local residential streets.

5. Encourage the provision of adequate and accessible parking for new development.

6. Encourage the retention and use of existing public parking areas.

7. Support improvements that will increase the quantity and improve the quality and convenience of pedestrian and bicycle routes.

A popular area for bicyclists



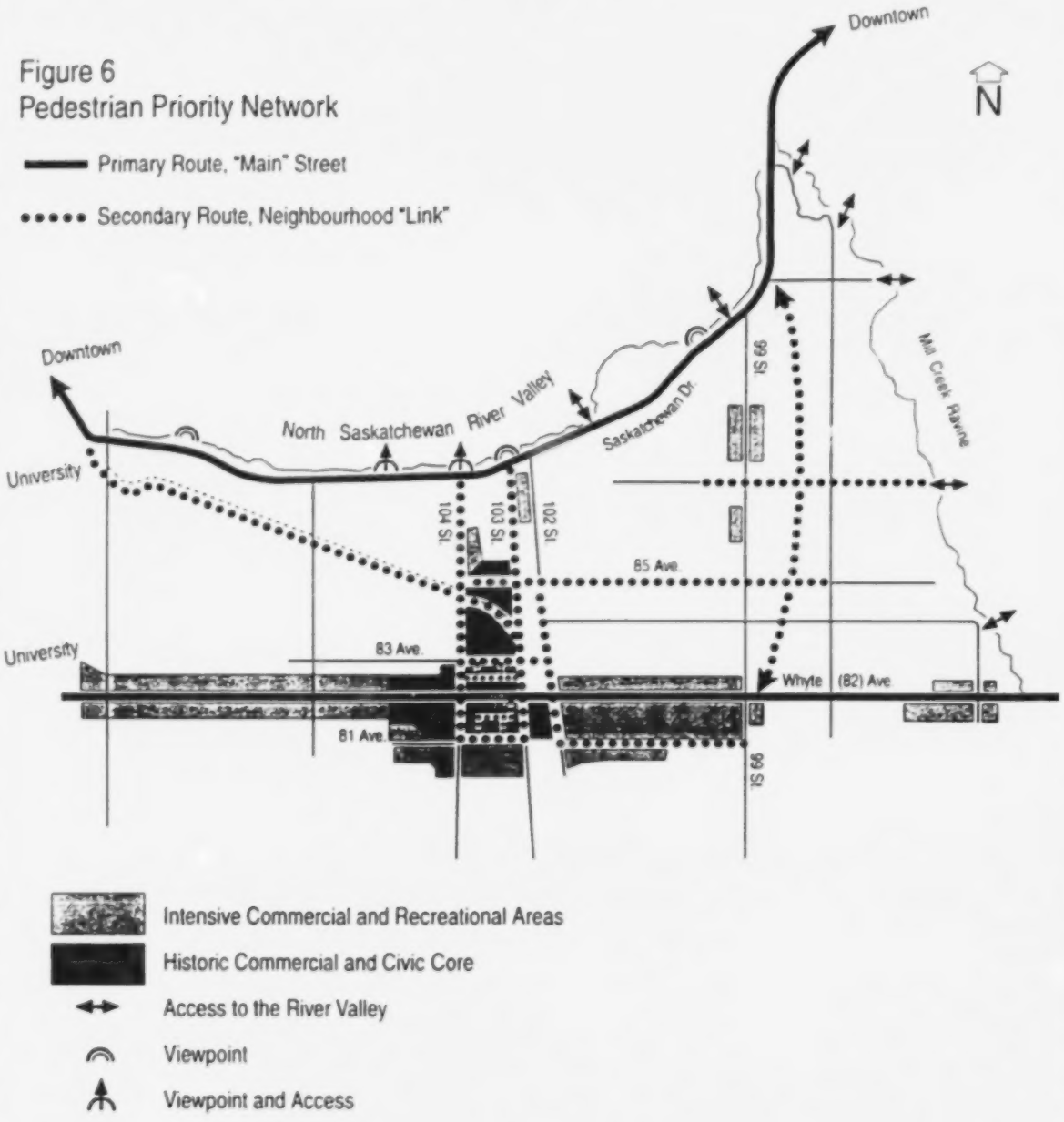
8. Support improvements that will increase pedestrian and cyclist safety and public awareness of pedestrian and bicycle routes.

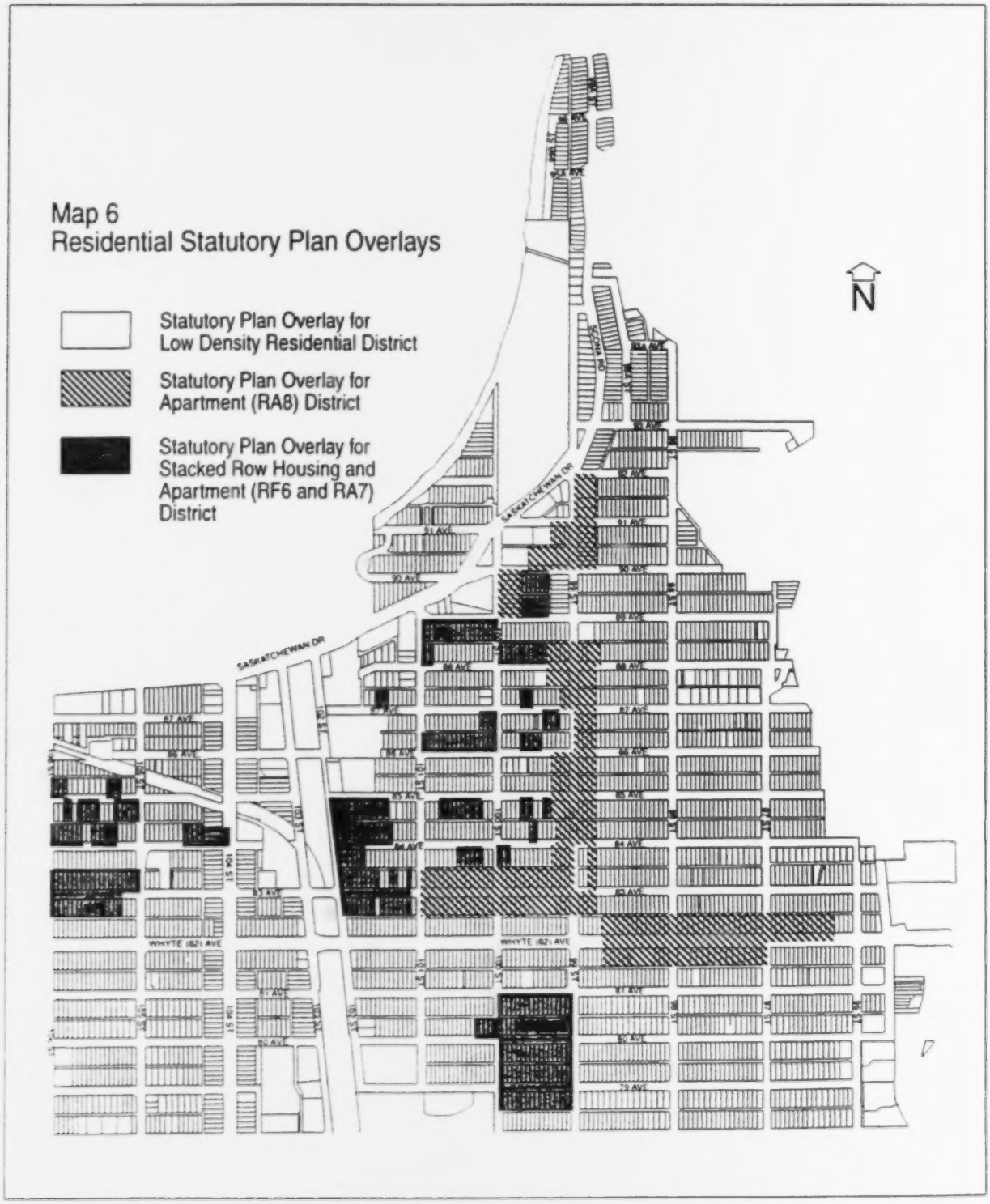
9. Improve north/south pedestrian access between 82 Avenue and Saskatchewan Drive, when adjacent properties are developed, or as the opportunity arises, at the following locations:

   a) On the east side of 103 Street between 83 Avenue and Saskatchewan Drive;
   b) On 102 Street between 82 Avenue and Saskatchewan Drive;
   c) Between 102 and 103 Street, north of 82 Avenue to Saskatchewan Drive;
   d) On 99 Street, between 82 Avenue and Saskatchewan Drive;
   e) East of 99 Street between 82 Avenue and Saskatchewan Drive.

10. Support programs that will increase transit use and provide parking outside the area during special events such as the Fringe Festival.

Figure 6
Pedestrian Priority Network




Map 6
Residential Statutory Plan Overlays
Statutory Plan Overlay for Low Density Residential District
Statutory Plan Overlay for Apartment (RA8) District
Statutory Plan Overlay for Stacked Row Housing and Apartment (RF6 and RA7) District
N
SASKATCHEWAN DR
WHYTE (82) AVE

Chapter 7
STATUTORY PLAN OVERLAYS AND DIRECT CONTROL DISTRICTS

STATUTORY PLAN OVERLAY FOR LOW DENSITY RESIDENTIAL (RF2, RF3, RF4, AND RF5) DISTRICTS

Rational

To alter the existing or specify new regulations for permitted and discretionary uses in order to ensure that new low density development is sensitive in scale with existing development, and maintains the traditional character and pedestrian friendly design of the streetscape, and respects privacy and sunlight on adjacent properties.

Area of Application:

1) This Overlay Schedule shall apply to all lands districted RF2, RF3, RF4, and RF5 located within the Strathcona Area Redevelopment Plan.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the underlying Districts and any other applicable Sections of the Land Use Bylaw. Where the provisions of this Overlay Schedule are in conflict with the regulations in any other section of the Land Use Bylaw, the provisions of this Overlay Schedule shall take precedence.

3) The Development Officer shall only consider a variance to the regulations contained in this Overlay Schedule in cases where it can be demonstrated to the satisfaction of the Development Officer that the application of the Overlay Schedule will cause practical difficulties or unnecessary hardships. In such instances the Development Officer shall treat the proposed development as a Discretionary Use.

4) Notwithstanding that a development does not conform to this Overlay Schedule, where a Development Permit was issued for the development prior to the adoption of this Overlay Schedule, such development shall be deemed to conform to the regulations contained within this Overlay Schedule. If at any time an addition is made to the existing development, the addition shall conform to the applicable provisions of this Overlay Schedule.

Uses

The uses for the lands affected by this Overlay shall be as specified by the underlying district

Development Criteria:

Regulations of the Land Use Bylaw pertaining to the underlying District shall apply except that the following regulations shall be specified by means of this Overlay Schedule. The Overlay regulations shall apply to all Residential and Residential Related uses.

The following regulations shall be applied to all development to maintain pedestrian friendly streetscapes in the neighbourhood:

1) The required Front Yard shall be consistent with the average Front Yard on the block face, and as much as possible, will align with the front set back of adjacent dwellings, but in no case shall be less than 3 m (9.8 ft.).

2) A single storey unenclosed front porch may project a maximum of 2 m (6.56 ft.) into the Front Yard providing that a minimum of 3 m (9.84 ft.) is maintained between the front property line and the projected space, and the height of the front porch or entry does not exceed 4.3 m (14.1 ft.).

3) A single storey unenclosed porch may project a maximum of 2 m (6.56 ft.) into a Side Yard abutting a flanking street, providing there is at least 1.5 m (4.92 ft.) between the property line and the projected space, and the height of the porch or entrance does not exceed 4.3 m (14.1 ft.).

4) On corner lots, the facade of a structure which faces the front and flanking streets shall have consistent design elements in terms of building materials and architectural features.

5) Front entranceways shall be located such that a door or entrance feature, such as a front porch, deck or landing area, is located at the front of the structure and oriented to the front street.

6) There shall be no vehicular access from the front or flanking street where a rear lane exists, and a treed, landscaped boulevard is present or where a rear lane exists and a lot is less than 15.5 m (50.9 ft.) in width.

7) If vehicular access is provided from the front street, a garage may protrude a maximum of 1 m (3.28 ft.) beyond the front wall of the principal building, and have a maximum width of 7.3 m (24 ft.), but in no case shall the garage be located less than 3 m (9.8 ft.) from the front property line

The following regulations shall be applied to reduce the appearance of height and mass and to ensure that development is sensitive in mass and scale with existing development:

8) The maximum building Height shall not exceed 8.6 m (28.2 ft.) or 2½ storeys.

9) The floor area of the upper half storey of a 2½ storey structure shall be no more than 50% of the second storey floor area.

10) When a structure is more than 7.5 m (24.6 ft.) in height, there shall be no dormer or gable roof on the side of the structure where the side yard is less than 2 meters. An exception shall be made for dormers which accommodate a stairwell to the upper half storey, providing that the dormer does not exceed the width of the stairway, and provides only the minimum required headroom for a staircase as outlined in the Alberta Building Code.

11) The basement elevation of structures 2 or more storeys in Height, shall be no more than 1.2 m (3.9 ft.) above grade. The basement elevation shall be measured as the distance between grade level and the floor of the first storey.

12) Where the lot width is 12 m (39.4 ft.) or less:
   i. the minimum interior Side Yards shall be 1.2 m (3.9 ft.), regardless of building height; and
   ii. Side Yards abutting a flanking street shall be a minimum of 1.5 m (4.92 ft.).

13) Where a lot width is greater than 12 m (39.4 ft.) and less than 18.3 m (60 ft.) the Side Yard requirements of the underlying district shall apply.

14) Where a lot width is 18.3 m (60 ft.) or wider:
   i. the Side Yards shall total 20% of the lot width, but shall not be required to exceed 6 m (19.7 ft.) in total. The minimum interior Side Yard shall be 2 m (6.6 ft.).
   ii. on corner sites, the Side Yard on the flanking public road other than a lane shall meet the requirements of the underlying residential district.

15) Where a structure is 2 or more storeys in Height, and an interior Side Yard is less than 2 m (6.6 ft.), the applicant may be required to provide information regarding the location of windows and amenity areas on the adjacent property, and the windows of the proposed development shall be located to minimize overlook into the adjacent property, to the satisfaction of the Development Officer.

The following regulations shall be applied to ensure development maintains privacy and sunlight on adjacent properties:

16) The minimum Rear Yard shall be 40% of lot depth. However, Row Housing not oriented to a public roadway is exempt from this requirement.

17) Decks and balconies greater than 1 m (3.3 ft.) above grade may project up to 3 m (9.84 ft.) into the Rear Yard, providing that privacy screening prevents overlook into the yards of adjacent properties.

18) A rear detached garage may be located a minimum of 1.2 m (3.94 ft.) from the rear property line, and shall be fully contained within the rear 12.8 m (42 ft.) of the lot.

19) A principal building shall be separated from a rear detached garage by a minimum of 3 m (9.84 ft.).

The following regulations shall be applied to ensure that abutting owners are advised of any potential variances to the overlay regulations in advance of the Development Officer's decision on the development application

20) Where an application for a development permit does not comply with the regulations contained in this Overlay, notices shall be sent to all owners of property located within 60 m (196.8 ft.) of the proposed development and the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for abutting property owners and the Community League to provide comments to the applicant and the Development Officer. The Development Officer shall consider any input received in response to this notification when making a decision on the Development Permit application.

ADVICE TO THE DEVELOPMENT OFFICER REGARDING APPLICATION OF THE LOW DENSITY RESIDENTIAL OVERLAY

1. The development officer is encouraged to grant a variance to allow a dormer on a structure that is more than 7.5 m in height where the side yard is less than 2 m, if the proposed dormer meets the following criteria:
   a) The dormer has been recessed from the outside wall of the structure.
   b) The roof ridge of the dormer is lower than the main roof ridge of the structure.
   c) The dormer does not infringe on the privacy of adjacent properties, or contribute to the appearance of mass and height.

2. Front access garages will be discouraged wherever there is a back lane.

STATUTORY PLAN OVERLAY FOR STACKED ROW HOUSING AND APARTMENT (RF6 AND RA7) DISTRICTS

Rational:

To accommodate walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application:

1) This Overlay Schedule shall apply to all lands districted RA7 and RF6 located within the Strathcona Area Redevelopment Plan.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the underlying Districts and any other applicable Sections of the Land Use Bylaw. Where the provisions of this Overlay Schedule are in conflict with the regulations in any other section of the Land Use Bylaw, the provisions of this Overlay Schedule shall take precedence.

Development Criteria

The Overlay Regulations shall apply to all Apartment and Stacked Row Housing development. Development of other Residential or Residential Related uses within this Overlay area shall comply with the Low Density Residential Overlay for the Strathcona Area Redevelopment Plan.

The following regulations shall be applied to maintain the pedestrian oriented character and continuity of scale along the front street:

1) The front yard setback shall be generally consistent with adjacent properties and with other properties on the block face but shall not be less than 5 m (16.4 ft.)

2) The maximum Height shall not exceed 11 m (36 ft.) or 3 storeys. This height requirement shall also apply to Apartment or Stacked Row Housing located adjacent to property where single family housing is a permitted use.

3) Any habitable basement development shall be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey shall not be constructed more than 1.2 m (3.93 ft.) above grade.

4) Access to parking shall be from the rear lane. Where there is no rear lane, parking access shall be designed to minimize disruption to the yard, sidewalk, and existing trees.

The following regulations shall be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances.

5) There shall be a regular pattern of front entrances along the street. This can be achieved through such means as:
   i) All street facing ground floor units will have a direct street entrance; or
   ii) All dwelling units shall have direct access to a front entrance hall. A front entrance hall shall serve only those units on either side of the entrance, with each front entrance serving no more than 12 units.

6) The street facing facades of a building shall define vertical blocks of units, through such means as:
   i) articulation of the facade such that there is a regular pattern of projection or recession of the facade; and
   ii) architectural detail such as roof line features, porches, bay windows, and entrance features.

7) One storey features such as bay windows, front porches, entrance features, etc. shall be allowed to project into a front yard or Side Yard abutting a flanking roadway to a maximum of 2 m (6.56 ft.) providing that a minimum setback of 2 m (6.56 ft.) is maintained between the property line and the projection. Separation space will be relaxed to accommodate these projections.

8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, shall be concealed through such means as extension of the facade treatment, use of planters, and landscaping.

9) Balconies shall not comprise more than 50% of a street facing facade. Balconies fronting onto a street shall appear to be recessed or partially recessed.

10) A minimum Side Yard of 1.5 m (4.92 ft.) shall be required. These Side Yard requirements shall also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use. Where the Side Yard abuts a flanking street, a minimum Side Yard of 3 m (9.84 ft.) shall be required. Separation space shall be reduced to accommodate these side yard requirements.

The following regulations shall be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development.

11) The back and sides of a development shall provide visual interest using the following methods:
   i) articulation of the facade;
   ii) use of a variety of building materials and colour to match the front facade;
   iii) use of architectural detail to break up the mass of the facade.

The following regulations shall be applied to increase community awareness of a new development, prior to the Development Officer's decision, and to provide an opportunity for interaction between the community league or adjacent property owners and the developer.

12) Where an application for a development permit does not conform to the regulations contained in this overlay, notices shall be sent to all owners of property located within 60 m (196.8 ft.) of the proposed development and the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant and the Development Officer. The Development Officer shall consider any input received in response to this notification when making a decision on the Development Permit application.

STATUTORY PLAN OVERLAY FOR APARTMENT (RA8) DISTRICT

Rational:

To accommodate walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application:

1) This Overlay Schedule shall apply to all areas zoned RA8 located within the Strathcona Area Redevelopment Plan.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the underlying Districts and any other applicable Sections of the Land Use Bylaw. Where the provisions of this Overlay Schedule are in conflict with the regulations in any other section of the Land Use Bylaw, the provisions of this Overlay Schedule shall take precedence.

Uses

The uses for the lands affected by this Overlay Schedule shall be as specified by the underlying district.

Development Criteria

The Overlay Regulations shall apply to all Apartment and Stacked Row Housing development. Development of other Residential and Residential Related uses within this Overlay area shall comply with the Low Density Residential Overlay for the Strathcona Area Redevelopment Plan.

The following regulations shall be applied to maintain the pedestrian oriented character and continuity of scale along the front street.

1) The front yard setback shall be generally consistent with adjacent properties and with other properties on the block face but shall not be less than 5 m (16.4 ft.)

2) The maximum Height shall not exceed 14 m (45.9 ft.) or 4 storeys. Where a 4th storey is constructed, at least 50% of the upper storey shall be setback a minimum of 2 m (6.64 ft.) from the front wall of the building. In the case of a corner lot, this setback shall apply to both street facing facades. Where the apartment abuts a property where single family housing is a permitted use, the 4th storey shall be set back a minimum of 2 m (6.64 ft.) adjacent to the property where single family housing is a permitted use.

3) Any habitable basement development shall be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey shall not be constructed more than 1.2 m (3.93 ft.) above grade.

4) Access to parking shall be from the rear lane. Where there is no rear lane, parking access shall be designed to minimize disruption to the yard sidewalk, and existing trees.

The following regulations shall be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances.

5) There shall be a regular pattern of front entrances along the street. This can be achieved through such means as:
   i) all street facing ground floor units will have a direct street entrance; or
   ii) all dwelling units shall have direct access to a front entrance hall. A front entrance hall shall serve only those units on either side of the entrance with each front entrance serving no more than 12 units.

6) The street facing facades of a building shall define vertical blocks of units, through such means as:
   i) articulation of the facade such that there is a regular pattern of projection or recession of the facade, and
   ii) architectural detail such as roofline features, porches, bay windows, and entrance features.

7) One storey features such as entranceways, bay windows, and verandahs, may project up to 2 m (6.56 ft.) into a front yard or into a Side Yard that abuts a flanking road, (other than a lane) providing that a minimum setback of 2 m is maintained between the property line and the projection. Required separation space shall be reduced to accommodate such projections.

8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, shall be concealed through such means as extension of the facade treatment, use of planters, and landscaping.

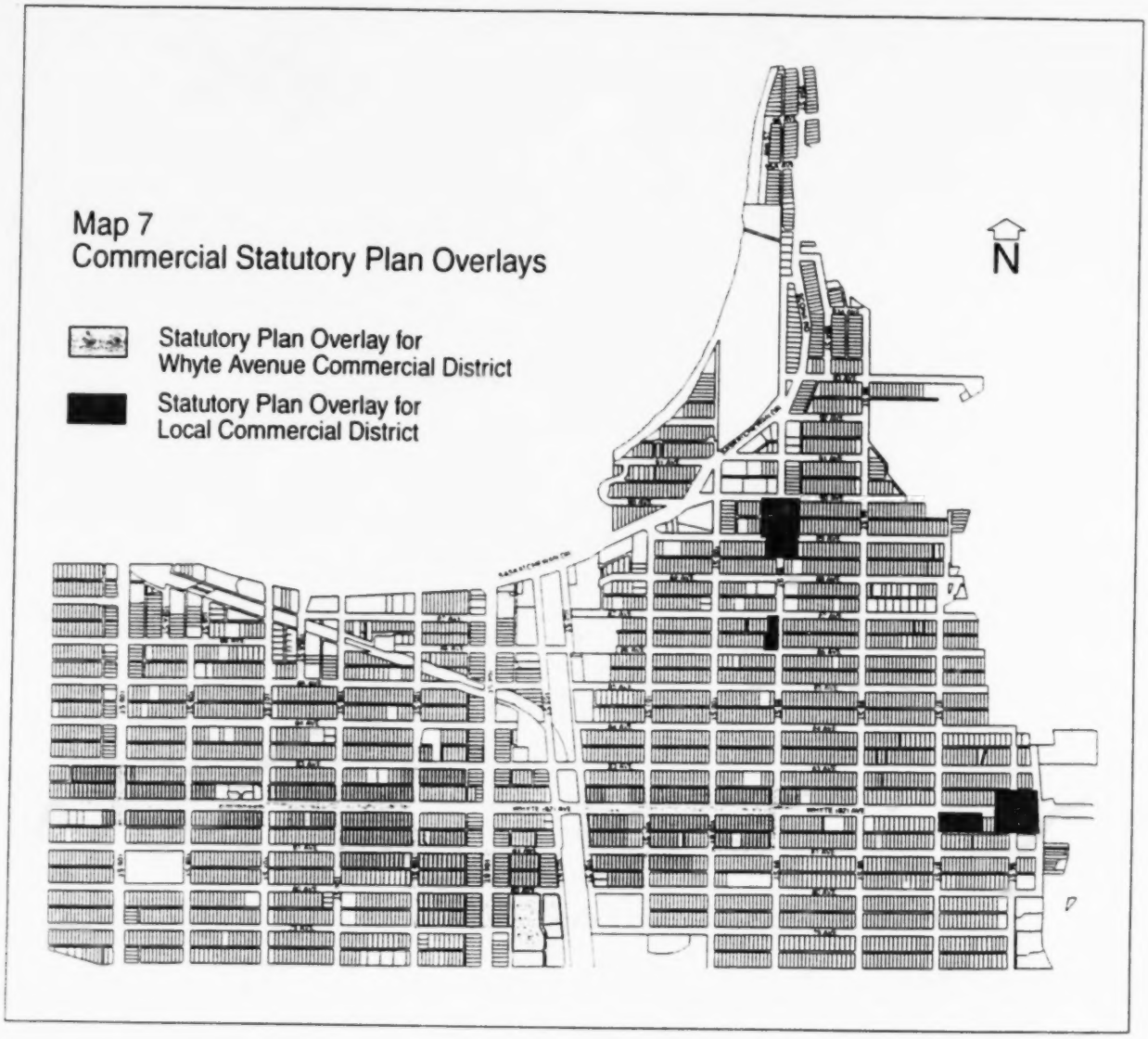
9) Balconies shall not comprise more than 50% of a street facing facade. Balconies fronting onto a street shall appear to be recessed or partially recessed.

10) A minimum Side Yard of 1.5 m (4.92 ft.) shall be required. Where the Side Yard abuts a flanking street a minimum Side Yard of 3 m (9.84 ft.) shall be required, except that a minimum yard of 4.5 m (14.76 ft.) shall be required adjacent to 99 Street. Separation space requirements shall be reduced to accommodate these Side Yard requirements. These Side Yard requirements shall also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use.

The following regulations shall be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development

11) The back and sides of a development shall provide visual interest using the following methods:
   i) articulation of the facade;
   ii) use of a variety of building materials and colour to match the front facade; and
   iii) use of architectural detail (roofline features, recessed balconies, bay windows) to break up the mass of the facade.

The following regulations shall be applied to increase community awareness of a new development, prior to the Development Officer's decision, and to provide an opportunity for interaction between the Community League or adjacent property owners and the developer


Map 7
Commercial Statutory Plan Overlays
N
Statutory Plan Overlay for
Whyte Avenue Commercial District
Statutory Plan Overlay for
Local Commercial District

12) Where an application for a development permit does not conform to the regulations contained in this Overlay, notices shall be sent to all owners of property located within 60 m (196.8 ft.) of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant and the Development Officer. The Development Officer shall consider any input received in response to this notification when making a decision on the Development Permit application.

STATUTORY PLAN OVERLAY FOR THE LOCAL COMMERCIAL (CNC, CB1 AND CB2) DISTRICTS

Rational:

To accommodate commercial development that is compatible in scale and character with existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

1) This Overlay Schedule shall apply to all lands zoned CNC, CB1 or CB2, located on 99 Street or on 82 Avenue east of 97 Street within the Strathcona Area Redevelopment Plan.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the underlying Districts and any other applicable Sections of the Land Use Bylaw. Where the provisions of this Overlay Schedule are in conflict with the regulations in any other section of the Land Use Bylaw, the provisions of this Overlay Schedule shall take precedence.

Uses

The uses for the lands affected by this Overlay shall be as specified by the underlying district.

Development Criteria

1) Where there is street frontage, buildings shall be built to the front and side property lines. The Development Officer may allow building set backs up to 2.5 m (8.2 ft.) to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian oriented shopping character of the street.

2) Where there is an abutting lane, vehicular access to properties from a public roadway shall be to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian oriented character of the street. Where there is a flanking street and no abutting lane, vehicular access shall be from the flanking street.

3) Parking Areas that abut 99 Street or 82 Avenue, shall have a maximum frontage of 20 m (66 ft.) on 82 Avenue or 99 Street. Where a parking area abuts the street, a minimum yard of 2.5 m (8.2 ft.) shall be provided, to be landscaped in accordance with the regulations of Section 69 of the Land Use Bylaw.

4) All new development shall include features to create a pedestrian friendly environment on 99 Street and 82 Avenue. This may include such things as
   i) entrance features
   ii) outdoor sitting areas
   iii) canopies
   iv) architectural features that lend visual interest and create a human scale of development along street frontages
   v) landscaping

5) Architectural treatment of new developments and or renovations shall ensure that each floor has windows on the front facade of the building, and the placement and type of windows shall promote a positive pedestrian oriented shopping street.

6) On corner lots the facade treatment shall wrap around the side of the building to provide a consistent profile.

STATUTORY PLAN OVERLAY FOR WHYTE AVENUE COMMERCIAL (CB2) DISTRICT

Rational

To maintain the existing low scale of built forms and ensure that redevelopment is in proportion with the existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

The Overlay Schedule shall apply to areas zoned CB2 within the Whyte Avenue Commercial Area of the Strathcona Area Redevelopment Plan.

Uses

The permitted and discretionary uses of the District shall apply, with the following substitutions:

a) Minor Eating and Drinking Establishments, not to exceed an occupant load of 200 nor 240 m^2 (2,583.4 sq. ft.) in public space; and
b) Major Eating and Drinking Establishments, not to exceed an occupant load of 200 nor 240 m^2 (2,583.4 sq. ft.) in public space.

Development Criteria

The following development regulations shall be applied in place of or in addition to the regulations of the Land Use Bylaw:

a) for the purposes of this Statutory Plan Overlay, the following definitions shall apply:
   - "occupant load" will mean the maximum number of people that may occupy a space; and
   - "public space" will mean space within an establishment which is open to the public and not restricted to employees only; for example, public space does not include kitchens, administrative offices, food or drink preparation areas.

b) the maximum frontage for lots abutting Whyte Avenue shall be 10.06 m (33 ft.), and where the frontage for lots abutting Whyte Avenue exceeds 10.06 m (33 ft.) the front facade of the building shall be designed to break the appearance of a building into modules of approximately 10.06 m (33 ft.);

c) buildings shall be built to the front and side property lines. The Development Officer, in consultation with the Heritage Officer, may allow building setbacks up to 2.5 m (8.2 ft.) to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian-oriented shopping character of the area.

d) the maximum building Height for Hotel and Apartment Hotel developments shall not exceed 23 m (75.4 ft.) nor 6 storeys for buildings fronting onto Whyte Avenue, and shall not exceed 15 m (49.2 ft.) nor 4 storeys for buildings fronting onto streets and avenues other than Whyte Avenue;

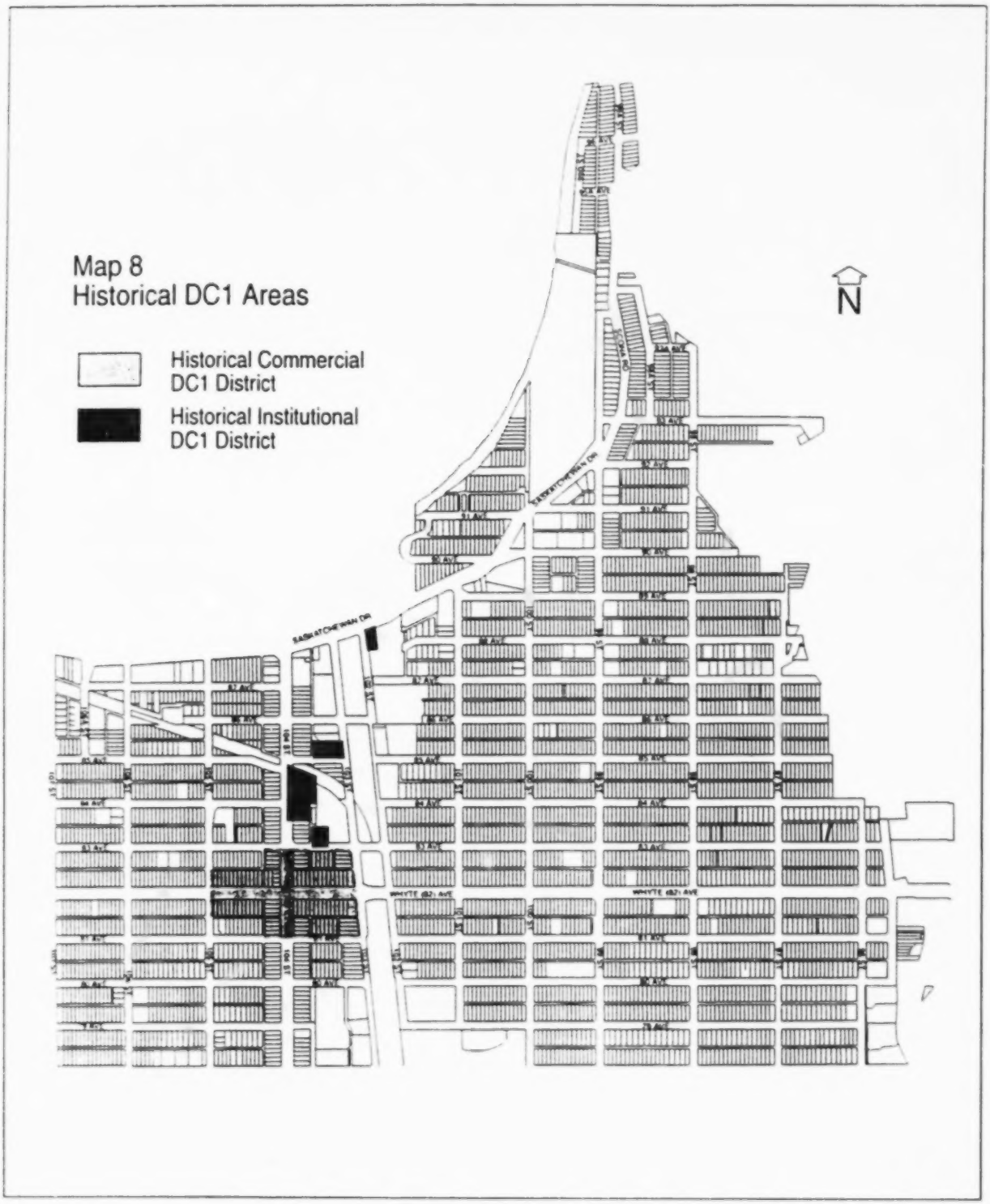
e) at grade frontage shall be developed for commercial uses and where a Hotel is to be developed, a maximum 30% of the first storey frontage shall be used for lobbies, with the remaining floor space used for commercial uses;

f) a minimum setback of the principal front wall of a residential development above the second storey for buildings on all sites not fronting onto Whyte Avenue shall be 4.5 m (14.8 ft.);

g) vehicular access to properties from a public roadway shall be restricted to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian-oriented character of the area;

h) the minimum number of off-street parking spaces required shall be in accordance with the provisions of Schedule 66A of this Bylaw, except that:
   i) for Professional, Financial and Office Support Services at grade, parking shall be provided on the basis of 1.1 spaces per 100 m^2 (1 per 1,000 sq. ft.) of gross floor area, and no parking spaces shall be required for this use on upper floors;
   ii) for Commercial Use Classes included in Schedule 66A, Clause (9) of this Bylaw, spaces shall be provided on the basis of 1.1 spaces per 100 m^2 (1 per 1,000 sq. ft.) of gross floor area;
   iii) for Major and Minor Eating and Drinking Establishments, spaces shall be provided on the basis of 1 space per 4 occupants or 4.8 m^2 (1 per 51.7 sq. ft.) of gross floor area, whichever is less;
   iv) no site fronting onto Whyte Avenue shall be developed for non-accessory parking; and
   v) accessory vehicular parking shall be located at the rear of the building.

i) architectural treatment of new developments and/or renovations will ensure that each floor has windows on the front facade of the building, and that the placement and type of windows shall promote a positive pedestrian oriented shopping street;


Map 8
Historical DC1 Areas
Historical Commercial
DC1 District
Historical Institutional
DC1 District
N

j) on corner lots the facade treatment will wrap around the side of the building to provide a consistent profile;

k) signage shall be provided in accordance with Schedule 79E of this Bylaw, with the intent to compliment the pedestrian-oriented commercial environment, except that:
   i) the maximum height of a Freestanding Sign shall be 6 m (19.7 ft.);
   ii) a Projecting Sign may be used to identify businesses which are located entirely at or above the second storey level; and
   iii) the top of a Projecting Sign on a building two storeys or higher shall not extend more than 75 cm (2.5 ft.) above the floor of the second or third storey nor higher than the window sill level of the second or third floor; and

l) A Comprehensive Sign Design Plan and Schedule, consistent with the overall intent of Section 79.6 of the Land Use Bylaw, shall be prepared for the development and submitted with the development application, to be approved by the Development Officer.

DC1 HISTORICAL COMMERCIAL DIRECT CONTROL DISTRICT

1. Introduction:

This zone comprises the original, core commercial area of the town of Strathcona. This District is required in order to preserve the 19 buildings which are on the Register of Historic Resources in Edmonton (6 of which are designated by the Province) as they have significant architectural and historic value, and to ensure that future renovation and redevelopment of surrounding buildings result in developments which are compatible in architectural and built form with the historic buildings of the area.

2. Area of Application:

Those lots, located generally between 103 and 105 Streets between 81 and 83 Avenues within the Strathcona Area Redevelopment Plan.

3. Rationale:

This district is intended to:

i) apply detailed and sensitive control of development and redevelopment within the core historic commercial area of Strathcona;
ii) encourage a highly pedestrian, retail commercial environment with offices and others uses on the upper floors
iii) emphasize and retain the original, historic architectural and urban design characteristics of this area in future renovations and redevelopments
iv) provide detailed control over specific sites, which are or may be in future designated as historic resources under the Alberta Historical Resources Act, in an area which is used for primarily commercial purposes.

4. Uses:

The following uses are prescribed pursuant to Section 710.3 of the Land Use Bylaw, not to exceed 464.5 m^2 (5,000 sq. ft.) per floor nor a total of 929 m^2 (10,000 sq. ft.) per building, except as otherwise stated as follows:

a) Animal Hospital
b) Apartment Housing (above the ground floor only)
c) Broadcasting and Motion Picture Studios
d) Business Support Services
e) Child Care Services
f) Commercial Schools
g) Custom Manufacturing
h) General Retail Store up to a maximum gross floor area of 929 m^2 (10,000 sq. ft.)
i) Government Services
j) Health Services
k) Hotels
l) Household Repair Services
m) Indoor Participant Recreation Services
n) Limited Contractor Services
o) Major and Minor Alcohol Sales,
p) Major and Minor Amusement Establishments
q) Major and Minor Home Occupations
r) Major and Minor Secondhand Stores
s) Major and Minor Eating and Drinking Establishments not to exceed an occupant load of 200 nor 240 m^2 (2,583.4 sq. ft.) in public space

t) Minor Veterinary Services
u) Personal Service Shops
v) Private Clubs
w) Professional, Financial and Office Support Services
x) Public Libraries and Cultural Exhibits
y) Residential Sales Centre
z) Spectator Entertainment Establishments
aa) Uses consistent with the rationale of this District and where applicable, with designation as a historic resource under the Alberta Historical Resources Act

5. Development Criteria:

a) For the purposes of this District, the following definitions shall apply:
   i) "occupant load" will mean the maximum number of people that may occupy a space; and
   ii) "public space" will mean space within an establishment which is open to the public and not restricted to employees only; for example, public space does not include kitchens, administrative offices, food or drink preparation areas.

b) All development in this District shall meet the requirements set forth in this District and the regulations contained in the Land Use Bylaw No. 5966, as amended, where not superseded by the development criteria and sign regulations of this District, to the satisfaction of the Development Officer. The Development Officer will consult with the Heritage Officer where appropriate;

c) Maximum F.A.R. shall be 2.5;

d) Maximum building height shall not exceed four storeys nor 15 m (49.2 ft.);

e) The minimum number of off-street parking spaces required shall be in accordance with the provisions of Schedule 66A of the Land Use Bylaw, except that:
   i) for Professional, Financial and Office Support Services, no parking spaces shall be required;
   ii) for commercial Use Classes included in Schedule 66A, Clause (9) of the Bylaw, no parking spaces shall be required;
   iii) for Major and Minor Eating and Drinking Establishments, spaces shall be provided on the basis of 1 space per 4 occupants or per 4.8 m^2 (1 per 51.7 sq. ft.) of gross floor area, whichever is less;
   iv) accessory parking shall be located at the rear of the building. Access to the parking shall be restricted to the rear lane; and
   v) Notwithstanding the above requirements, Restoration or Renovation projects for property designated by bylaw as a Municipal Historic Resource will only be required to maintain existing parking on-site;

f) Off-street vehicular loading and unloading spaces shall be provided in accordance with Schedule 65A of the Land Use Bylaw. However, property designated by bylaw as a Municipal Historic Resource will only be required to maintain existing off-street loading and unloading facilities;

g) All Development Permits relating to exterior alterations, signs, renovation to existing buildings or new construction within this area will be reviewed by the Development Officer in consultation with the Heritage Officer, and the following Architectural Guidelines shall apply:
   i) Renovation Or Restoration Of Buildings Included On The Register Of Historic Resources In Edmonton

      • Architectural treatment of properties included on the Register of Historic Resources in Edmonton shall follow the "General Guidelines for Rehabilitation" from City Policy C-450A , "A Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton";

   ii) New Construction Or Renovation Of Properties Not Included On The Register Of Historic Resources In Edmonton

      • The visual continuity of the historic Strathcona streetscapes is characterized by buildings which are similar in scale, alignment and setbacks;

A) Architectural treatment shall adhere to the following guidelines:

1) construction to the front and side property lines;
2) shop entrances at approximately 33 foot intervals;
3) general alignment of horizontal elements (cornices, sign bands, windows, awnings);

B) Setbacks

1) New structures shall be built to the front and side property lines. Setbacks are strongly discouraged. The Development Officer, in consultation with the Heritage Officer, may allow building setbacks up to 2.5 m (8.2 ft.) to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the historical and pedestrian-oriented shopping character of the area;

C) Horizontal Elements:

1) New construction should respect and enhance horizontal alignments where feasible;
2) Decorative details and facade articulations should respect or make continuous, the horizontal features of neighbouring buildings;
3) Sign bands, windows, canopies and awnings should be aligned with similar features on neighbouring buildings;

D) Vertical Elements

1) Major vertical elements should be introduced into the facade design of new buildings at approximately 33 foot intervals to maintain the traditional vertical pattern of building facade design;
2) Upper windows should reflect the repetitive, vertical pattern along the street and maintain a width to height ratio of 2:3;

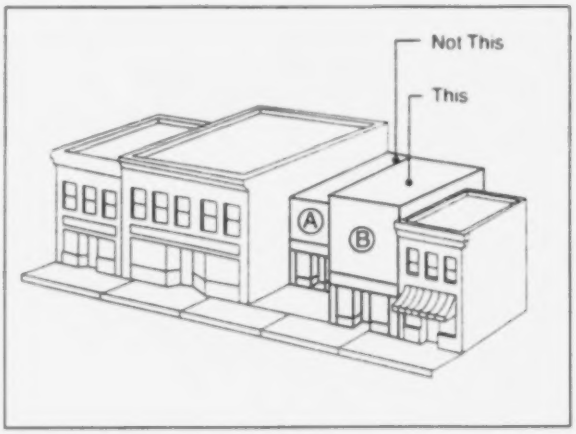


Illustration 1
Maintain continuity of building fronts along the street. Note that building A breaks the line of the street edge. Building B reinforces the street edge.

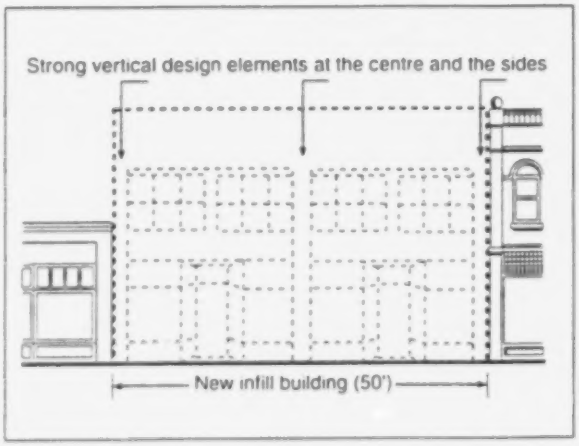


Illustration 2
Maintain the pattern of vertical building components along the street.

E) Building Materials

1) The traditional, historic building materials in Strathcona were quite limited. They included: brick, wood, pressed metal and cast stone. New construction should emphasize the use of these traditional materials. Reflective glass windows are NOT permitted;

F) Building Facades

1) The historic building facades in Strathcona had similar features: recessed entries, large display windows, "punched" design upper window openings, transom glazing, fascia sign bands, and strong cornices;
2) Storefronts and Entrances should incorporate the historic pattern of recessed entries, transom glazing and large display windows with minimum partitioning at eye level. Window sills shall be between 45 cm (1.5 ft.) and 75 cm (2.5 ft.) above the level of the sidewalk and allow for a bulkhead panel below;
3) Upper Storey Window openings shall be of "punched" design, vertically proportioned (2:3 - width:height). Horizontal strip windows are prohibited;

G) Colours

1) Colour schemes appropriate to the era of Strathcona's historic building's are recommended. Exterior finishes should primarily emphasize subdued colours;

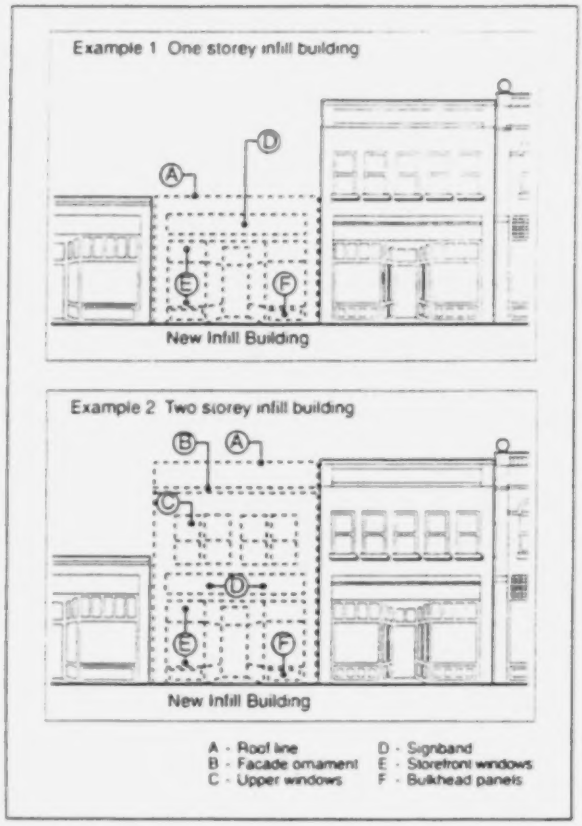


Illustration 3
Maintain important alignments with neighbouring buildings.

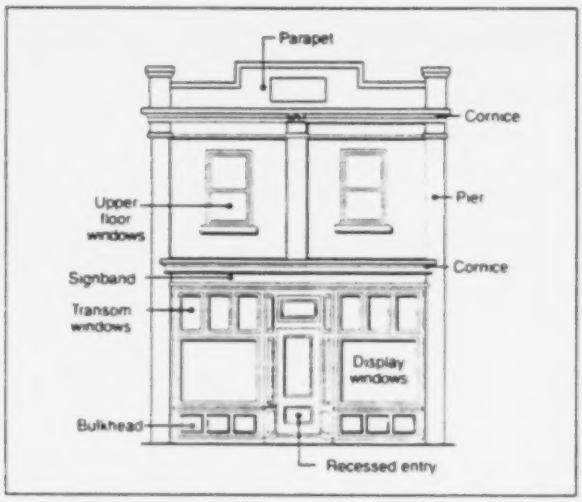


Illustration 4
Typical historic building facade showing major components

H) Awnings

1) The original, traditional awnings found in Strathcona were 3 or 4 point retractable awnings with a skirt or valance;
2) New awnings shall have the traditional profile and may be fixed or retractable with a skirt (valance) utilizing canvas or material similar in appearance;
3) New awnings shall provide weather protection for pedestrians with a minimum projection of 1.5 m (5.0 ft.) from the building face;
4) Backlit or bubble awnings and awnings less than 5 feet deep, whose primary function is signage, are not permitted;
5) New awnings shall be mounted between the wood or masonry piers which frame the storefront and shall align horizontally (where structurally possible) with neighbouring awnings;

6. Sign Regulations:

Section 79 of the Land Use Bylaw shall apply to the installation of signs in the DC1 area, unless altered as follows:

a) As a general rule, for buildings listed on the Register of Historic Resources in Edmonton, signs should be limited to those which were originally present on the building. In instances where new uses or interpretive functions dictate the use of additional signs, these new elements should be integrated into the general design of the building and follow the traditional pattern of locating signs. The size, typeface, graphics, and materials should be chosen to suit the period of the original building wherever possible. Avoid installing new signs such that the repair, replacement or removal of the signs damages the original fabric of the structure. Signs should be designed with a clear emphasis on pedestrians rather than automobile oriented signs;

b) For non-historic, existing structures and for new buildings, signs should follow, as much as is practicable, the traditional pattern of locating signs;

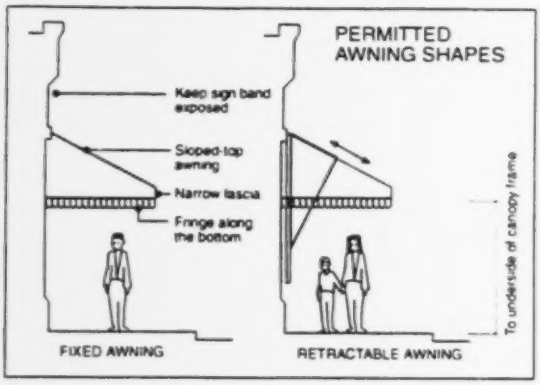


Illustration 5
Examples of recommended fixed and retractable awning styles.

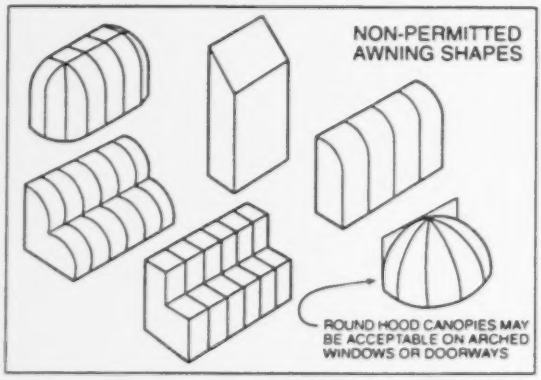


Illustration 6
Unacceptable awning shape

c) A sign may be backlit provided the lettering is translucent, so that only the lettering is backlit with the remainder of the sign being opaque;

d) Permitted Signs shall include:

i) Awning Signs
ii) Facia Signs
iii) Painted Wall Signs
iv) Projecting Signs
v) Window Signs
vi) Other types of signs may be permitted at the discretion of the Development Officer in consultation with the Heritage Officer;

e) Permitted Sign Content is regulated by the Edmonton Land Use Bylaw 5996;

f) Awning Signs:

i) Awning Sign means a non-illuminated sign painted or stencilled on the fabric surface of an awning;
ii) Awnings are generally located on the main floor of a building to provide pedestrian protection and to shade display windows but may also be located above upper floor windows;
iii) Awning Signs shall be painted on, or directly affixed to, the awning covering. No Sign shall be suspended from an awning covering or support structure;
iv) Copy on the sloping portion of awning signs shall be restricted to the name or Logogram of the business conducted within the premises, and shall not include local advertising;
v) Local advertising copy on awning signs shall be limited to the valance or end panels of the awning;

g) Painted Wall Signs:

i) Painted Wall Sign means a sign painted directly onto the exterior wall of a building or onto a plywood-type (solid) material which is affixed directly to the exterior wall of a building;
ii) The total Sign area per location shall not exceed 65 m² (699.4 sq. ft.). The Development Officer may increase the Sign area at his discretion, in consultation with the Heritage Officer.

Illustration 7
Traditional Sign Locations

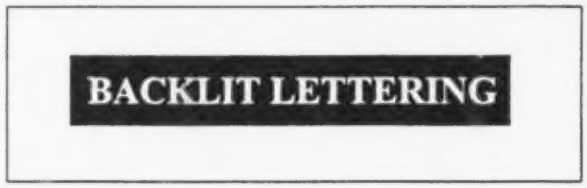


Illustration 8
Acceptable Backlit Lettering Example

iii) Painted Wall Signs are NOT permitted on the front facade of a building and are limited to the side or rear facades of buildings;

h) Facia Signs:

i) Facia Sign means any sign painted on or attached to an exterior building wall so that the sign does not extend more than 14.5 cm (6 in.) out from the wall nor beyond the horizontal limits of the wall;
ii) If illuminated, fascia signs shall be lit from an external source. Backlit or internally illuminated fascia signs are prohibited, except where only the lettering is backlit;

iii) If feasible, facia signs shall be located in the traditional locations as follows:
   A) sign band above the display or transom windows;
   B) sign band below upper cornice;
   C) sign band immediately above an awning;
iv) A Facia Sign shall not extend more than 14.5 cm (6 in.) beyond a building wall;
v) Facia Signs which consist only of a company Logogram, or an Identification Sign formed of individual letters, shall be allowed. Not more than one such Sign per business shall be allowed per building face and the Sign shall only be used to identify the tenants of the building;

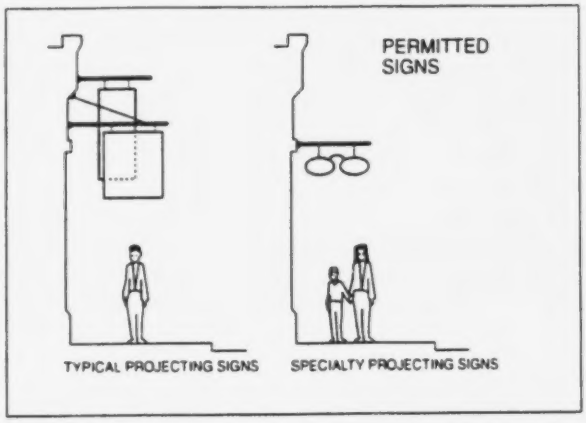


Illustration 9
Potential location of signage on awnings

i) Projecting Signs:

i) Projecting Sign means any sign, except a Canopy Sign, which is supported by an exterior building wall and projects outward from the building wall by more than 14.5 cm (6 in.);
ii) Specialty projecting signs are encouraged. These are signs where the shape and details of the sign are reflective of the nature of the business referred to on the sign. Examples are optometrist signs in the shape of eye-glasses, shoe repair signs in the shape of shoes, etc.;
iii) No projecting sign shall be located such that, in the opinion of the Development Officer, it significantly obstructs existing, approved signs;
iv) A projecting Sign shall have a vertical clearance of at least 2.4 m (7.9 ft.);
v) The top of a projecting sign on a one-storey building shall not extend more than 30 cm (13 in.) above the building roof or parapet wall;
vi) The top of a Projecting Sign on a building two storeys or higher shall not extend more than 75 cm (2.5 ft.) above the floor of the third storey nor higher than the window sill level of the third floor;
vii) The horizontal separation distance between a Projecting Sign and the curb line of a public roadway shall be not less than 0.6 m (1.97 ft.);
viii) The maximum projection from the building face shall not exceed 2.5 m (8.2 ft.);
ix) The maximum projection for a corner Projecting Sign shall not exceed 2.5 m (8.2 ft.);
x) Corner projecting signs shall be placed at equal angles to the two frontages at the corner of the building;
xi) Except in the case of corner Signs, a Projecting sign shall be placed at right angles to the building face to which it is attached;
xii) If illuminated, projecting signs shall be lit from an external source. Internally lit, or backlit projecting signs are not permitted, except where only the lettering is backlit;
xiii) The maximum permitted size of a projecting sign is 7.5 m^2 (80.7 sq. ft.) in area;

j) Window Signs

i) Window Sign means any sign painted on, or affixed to, the inside or outside of a window, or installed inside a window and intended to be viewed from outside the premises. Window Signs do not include merchandise on display;
ii) The area of the Window Sign shall not exceed twenty-five percent (25%) of the window on the ground floor in which it is located;
iii) A business may display permanent Window Signs in any or all windows;

k) Sign Permit Submission Requirements

A Comprehensive Sign Design Plan, Schedule and coloured rendering showing the sign and the complete facade of the building on which the sign shall be located, consistent with the overall intent of Section 79.6 of the Land Use Bylaw, shall be prepared for the development and submitted with the development or sign permit application to be approved by the Development Officer in consultation with the Heritage Officer.

DC1 Historical Institutional Direct Control District

1. Area of Application

This district will apply to designated historic structures which were originally and or are presently used for a use other than residential or commercial. This includes churches, schools, libraries, government facilities, or rail road uses. Those historic resources which come under this district at the date of passage of this Bylaw are:

a) the No. 6 Fire Hall ..... 10322-83 Avenue
b) the Knox Metropolitan Church ... 8403-104 Street
c) the Strathcona Library ..... 8331-104 Street
d) the Connaught Armoury ..... 10310-85 Avenue
e) the Ritchie Mill ..... Saskatchewan Drive at 103 Street

2. Rational

This district is intended to provide sensitive restoration and rehabilitation of some historic resources within the Plan area.

3. Uses

a) minor eating and drinking establishments
b) spectator entertainment establishments
c) indoor participant recreation services
d) private clubs
e) private education services
f) public education services
g) public libraries and cultural exhibits
h) public park
i) religious assembly
j) uses consistent with the purpose of this district and where applicable with designation as an historic resource under the Alberta Historical Resources Act.

4. Development Criteria

a) Parking shall be provided in accordance with the provisions of Section 66 of the Land Use Bylaw, with the following exception
   i) any requirement of Section 66 may be relaxed, at the discretion of the Development Officer, if meeting the regulations would jeopardize the integrity of a site as an historic resource.

b) Development shall be accommodated within existing structures

c) Modifications to interiors/exteriors of existing structures shall only be made in the event of necessary structural reinforcement or repairs. Cosmetic alterations shall maintain the architectural theme and components of the existing structure.

Bylaw 13184

A Bylaw to amend Bylaw 11890, as amended,
the Strathcona Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on December 15, 1998 passed Bylaw 11890, being a bylaw to adopt the Strathcona Area Redevelopment Plan; and

WHEREAS an application was received by the Planning and Development Department to amend Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan;

WHEREAS City Council now deems it in the public interest to amend the Strathcona Area Redevelopment Plan Bylaw; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan is hereby amended by:

   a) deleting Policy 2 (Whyte Avenue Cultural and Community Policies) in its entirety, and substituting therefor the following:

      The Old Strathcona Bus Barns Building will be retained and leased, allowing three important community and cultural elements to remain in the area, pursuant to the following three conditions:

   b) deleting Policy 2a (Whyte Avenue Cultural and Community Policies) in its entirety, and substituting therefor the following:

      The Bus Barns may be redeveloped and upgraded to accommodate cultural and community uses, such as a farmers'market, theatre, and railway exhibition, which complement the area's cultural and community amenities, its commercial and tourism functions, and which are architecturally sensitive to adjacent historical buildings.

c) deleting Policy 2c (Whyte Avenue Cultural and Community Policies) in its entirety; and

d) renumbering Policy 2d (Whyte Avenue Cultural and Community Policies) to Policy 2c.

READ a first time this	17th	day of	October	, A. D. 2002;
READ a second time this	17th	day of	October	, A. D. 2002;
READ a third time this	17th	day of	October	, A. D. 2002;
SIGNED and PASSED this	17th	day of	October	, A. D. 2002.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

Bylaw 13173

Bylaw to amend Bylaw 11890, as amended
being the Strathcona Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on December 15, 1998, passed Bylaw 11890, being a bylaw to adopt the Strathcona Area Redevelopment Plan; and

WHEREAS an application was received by the Planning and Development Department to amend Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan, as amended;

WHEREAS City Council considers it desirable to amend Strathcona Area Redevelopment Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Strathcona Area Redevelopment Plan is hereby amended by:

   a) deleting Policy 5 (Low and Medium Density) in its entirety, and substituting therefor the following:

      "Expansion or development of commercial use into this area will not be supported, except on 104 Street and at 8712 – 105 Street. On 104 Street the conversion of a single family home to commercial use could be supported, providing that there is minimal impact on adjacent residents and the residential character of the structure and property is maintained. At 8712 – 105 Street development of a professional, financial and office support service use shall be supported provided that the development is compatible with the surrounding residential

land uses in terms of yards, building height, building orientation, scale and massing, parking and other features."

READ a first time this	10	day of	September	, A.D. 2002;
READ a second time this	10	day of	September	, A.D. 2002;
READ a third time this	10	day of	September	, A.D. 2002;
SIGNED and PASSED this	10	day of	September	, A.D. 2002.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

Bylaw 12925

Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan;

WHEREAS pursuant to the authority granted to it, City Council has passed bylaws to adopt Area Redevelopment Plans; and

WHEREAS from time to time City Council may find it desirable to amend the bylaws adopting Area Redevelopment Plans; and;

WHEREAS City Council instructed the Planning and Development Department to amend the above noted Area Redevelopment Plans (ARP) such that each Plan will specify when and how it is to be amended in the future; and

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to amend the Alberta Avenue/Eastwood Area Redevelopment Plan, Belvedere Station Area Redevelopment Plan; the Boyle Street/McCauley Area Redevelopment Plan; the Central McDougall/Queen Mary Park Area Redevelopment Plan, the Cloverdale Area Redevelopment Plan, the Coliseum Station Area Redevelopment Plan, the Downtown Area Redevelopment Plan, the Garneau Area Redevelopment Plan, the Montrose/Santa Rosa Area Redevelopment Plan, the Northlands Area Redevelopment Plan, the North Saskatchewan River Valley and Ravine System Area Redevelopment Plan, the Oliver Area Redevelopment Plan, the Parkdale Area Redevelopment Plan, the Ritchie Area Redevelopment Plan, the Rossdale Area Redevelopment Plan Bylaw, the Stadium Station Area Redevelopment Plan, the Strathcona Area Redevelopment Plan Bylaw and the West Ingle Area Redevelopment Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, S.A. 1994, c. M-26.1, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

That Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan is hereby amended by:

a) adding after the Section entitled "Basic Strategy" on page 9 the following text,

"The Planning and Development Department will be responsible for the preparation of amendments to this Area Redevelopment Plan for Council approval, after a general meeting in the community, prior to Council's consideration of:

1. any development that substantially changes any objective or policy of the Plan;
2. any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan: and
3. where directed by Council.

The Plan amendment will be comprised of the following components:

1. full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and
2. circulation of the proposed Plan amendment and notification to the affected property owners and the Community League."

READ a first time this 9th day of January, A. D. 2002;

READ a second time this 9th day of January, A. D. 2002;

READ a third time this 9th day of January, A. D. 2002;

SIGNED and PASSED this 9th day of January, A. D. 2002.

THE CITY OF EDMONTON

MAYOR

A/CITY CLERK

Bylaw 12801 As Amended

A Bylaw to amend Bylaw 5988, as amended, the Belvedere Station Area Redevelopment Plan;
Bylaw 10704, as amended, the Boyle Street/McCauley Area Redevelopment Plan;
Bylaw 7972, as amended, the Cloverdale Area Redevelopment Plan;
Bylaw 6221, as amended, the Garneau Area Redevelopment Plan;
Bylaw 6767, as amended, the Montrose/Santa Rosa Area Redevelopment Plan;
Bylaw 11618, as amended, the Oliver Area Redevelopment Plan;
Bylaw 6765, as amended, the Parkdale Area Redevelopment Plan;
Bylaw 10251, the Riverdale Area Redevelopment Plan;
Bylaw 8139, as amended, the Rossdale Area Redevelopment Plan; and
Bylaw11890, as amended, the Strathcona Area Redevelopment Plan.

WHEREAS pursuant to the authority granted to it, City Council has passed bylaws to adopt Area Redevelopment Plans; and

WHEREAS from time to time City Council may find it desirable to amend the bylaws adopting Area Redevelopment Plans; and;

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to , amend the Belvedere Station Area Redevelopment Plan Bylaw; the Boyle Street/McCauley Area Redevelopment Plan Bylaw; the Cloverdale Area Redevelopment Plan Bylaw, the Garneau Area Redevelopment Plan Bylaw, the Montrose/Santa Rosa Area Redevelopment Plan Bylaw, the Oliver Area Redevelopment Plan Bylaw, the Parkdale Area Redevelopment Plan Bylaw, the Riverdale Area Redevelopment Plan Bylaw, the Rossdale Area Redevelopment Plan Bylaw, and the Strathcona Area Redevelopment Plan Bylaw; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, S.A. 1994, c. M-26.1, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 5988, as amended, the Belvedere Station Area Redevelopment Plan is hereby amended by:

   a) Deleting therefrom Section 6 titled "Land Use Regulations" of Appendix 1, and substituting therefor the section titled "6.0 Land Use Regulations and Guidelines", attached hereto as Schedule "A" and forming part of this Bylaw; and

Edge Apartment"; and "5.13 DC1 (Area 2)"; attached hereto as Schedule "R" and forming part of this Bylaw; and

b) Deleting therefrom Section 5.7 of Schedule B; and

c) Deleting therefrom Map 11 of Schedule B, and substituting therefor the new map titled "Map 11 - Proposed Zoning", attached hereto as Schedule "S", and forming part of this Bylaw.

10. That Bylaw 11890, as amended, the Strathcona Area Redevelopment Plan is hereby amended by:

a) Deleting therefrom Chapter 7 of Schedule A save and except for those portions titled "DC1 Historical Commercial Direct Control District" and "DC1 Historical Institutional Direct Control District", of Schedule A, and substituting therefor the new Chapter 7, attached hereto as Schedule "T" and forming part of this Bylaw; and

b) Deleting therefrom Map 6 and Map 7 of Schedule A, and substituting therefor the new maps titled "Map 6 Advice to Development Officer Residential Areas Subject to Modified Zoning Regulations" and "Map 7 Advice to Development Officer Commercial Areas Subject to Modified Zoning Regulations", attached hereto as Schedule "U" and forming part of this Bylaw.

READ a first time this 22nd day of February, A. D. 2001;

READ a second time this 30th day of May, A. D. 2001;

READ a third time this 30th day of May, A. D. 2001;

SIGNED and PASSED this 30th day of May, A. D. 2001.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

Schedule T to Bylaw 12801

Chapter 7
PLAN IMPLEMENTATION - DEVELOPMENT GUIDELINES AND DIRECT CONTROL

SECTION 1
GUIDELINES FOR LOW DENSITY RESIDENTIAL (RF2, RF3, RF4, AND RF5) ZONES – ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To ensure that new low density development is sensitive in scale with existing development, and maintains the traditional character and pedestrian friendly design of the streetscape, and respects privacy and sunlight on adjacent properties.

Area of Application

1) These Guidelines serve as advice to the Development Officer and apply to all lands zoned RF2, RF3, RF4, and RF5 located within the Strathcona Area Redevelopment Plan area.

2) The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.

3) The Development Officer should only consider a variance to the regulations contained in the Zoning Bylaw in cases where it can be demonstrated to the satisfaction of the Development Officer that the application of the regulations will cause practical difficulties or unnecessary hardships. In such instances the Development Officer would treat the proposed development as a Discretionary Development.

4) Notwithstanding that a development does not conform to these Guidelines, where a Development Permit was issued for the development prior to the adoption of this Plan, such development should be deemed to conform to the Guidelines. If at any time an addition is made to the existing development, the addition should conform to the applicable Guidelines.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone.

Development Guidelines

Regulations of the Zoning Bylaw pertaining to the underlying zone apply except as specified by means of the Overlay. The Guidelines apply to all Residential and Residential Related uses.

The following Guidelines should be applied to all development to maintain pedestrian friendly streetscapes in the neighbourhood:

1) The required Front Yard should be consistent with the average Front Yard on the block face, and as much as possible, align with the front setback of adjacent dwellings, but in no case should be less than 3.0 m.

2) A single storey unenclosed front porch may project a maximum of 2.0 m into the Front Yard provided that a minimum of 3.0 m is maintained between the front property line and the projected space, and the height of the front porch or entry does not exceed 4.3 m.

3) A single storey unenclosed porch may project a maximum of 2.0 m into a Side Yard abutting a flanking street, provided there is at least 1.5 m between the property line and the projected space, and the height of the porch or entrance does not exceed 4.3 m

4) On corner lots, the facade of a structure that faces the front and flanking streets should have consistent design elements in terms of building materials and architectural features.

5) Front entranceways should be located such that a door or entrance feature, such as a front porch, deck or landing area, is located at the front of the structure and oriented to the front street.

6) There should be no vehicular access from the front or flanking street where a rear lane exists, and a treed, landscaped boulevard is present or where a rear lane exists and a lot is less than 15.5 m in width.

7) If vehicular access is provided from the front street, a garage may protrude a maximum of 1.0 m beyond the front wall of the principal building, and have a maximum width of 7.3 m, but in no case should the garage be located less than 3.0 m from the front property line

The following guidelines should be applied to reduce the appearance of height and mass and to ensure that development is sensitive in mass and scale with existing development:

8) The maximum building Height should not exceed 8.6 m or $2^1/_2$ storeys.

9) The floor area of the upper half storey of a $2^1/_2$ storey structure should be no more than 50% of the second storey floor area.

10) When a structure is more than 7.5 m in height, there should be no dormer or gable roof on the side of the structure where the side yard is less than 2.0 m. An exception should be made for dormers which accommodate a stairwell to the upper half storey, providing that the dormer does not exceed the width of the stairway, and provides only the minimum required headroom for a staircase as outlined in the Alberta Building Code.

11) The basement elevation of structures 2 or more storeys in Height should be no more than 1.2 m above grade. The basement elevation should be measured as the distance between grade level and the floor of the first storey.

12) Where the lot width is 12.0 m or less:
   i. the minimum interior Side Yard should be 1.2 m, regardless of building height; and
   ii. a Side Yard abutting a flanking street should be a minimum of 1.5 m.

13) Where a lot width is greater than 12.0 m and less than 18.3 m the Side Yard requirements of the underlying zone should apply.

14) Where a lot width is 18.3 m or wider:
   i. the Side Yards should total 20% of the lot width, but should not be required to exceed 6.0 m in total. The minimum interior Side Yard should be 2.0 m.

ii. on corner sites, the Side Yard on the flanking public roadway other than a lane should meet the requirements of the underlying residential zone .

15) Where a structure is 2 or more storeys in Height, and an interior Side Yard is less than 2.0 m the applicant may be required to provide information regarding the location of windows and amenity areas on the adjacent property, and the windows of the proposed development should be located to minimize overlook into the adjacent property, to the satisfaction of the Development Officer.

The following Guidelines should be applied to ensure development maintains privacy and sunlight on adjacent properties:

16) The minimum Rear Yard should be 40% of lot depth. Row Housing not oriented to a public roadway is exempt from this guideline.

17) Decks and balconies greater than 1.0 m above grade may project up to 3.0 m into the Rear Yard, providing that privacy screening prevents overlook into the yards of adjacent properties.

18) A rear detached garage may be located a minimum of 1.2 m from the rear property line, and should be fully contained within the rear 12.8 m of the lot.

19) A principal building should be separated from a rear detached garage by a minimum of 3.0 m.

The following Guidelines should be applied to ensure that abutting owners are advised of any potential variances to the Overlay regulations in advance of the Development Officer's decision on the development application:

20) Where an application for a development permit does not comply with the guidelines contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for abutting property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input received in response to this notification when making a decision on the Development Permit application.

Further Advice to the Development Officer Regarding Application of the Mature Neighbourhood Overlay

1. The Development Officer is encouraged to grant a variance to allow a dormer on a structure that is more than 7.5 m in height where the side yard is less than 2.0m, if the proposed dormer meets the following criteria:
   a) The dormer has been recessed from the outside wall of the structure.
   b) The roof ridge of the dormer is lower than the main roof ridge of the structure.
   c) The dormer does not infringe on the privacy of adjacent properties, or contribute to the appearance of mass and height.

2. Front access garages are discouraged wherever there is a back lane.

SECTION 2
GUIDELINES FOR STACKED ROW HOUSING AND APARTMENT (RF6 AND RA7) ZONES - ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To accommodate stacked row housing and walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned RA7 and RF6 and regulated by the Medium Density Residential Overlay within the Strathcona Area Redevelopment Plan area as shown on Map 6.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.

Development Guidelines

The Overlay Regulations and these Guidelines will apply to all Apartment and Stacked Row Housing development. Development of other Residential or Residential Related uses within this Overlay area should comply with the Mature Neighbourhood Overlay and the "Guidelines for Low Density Residential Zones" of this Plan.

The following guidelines should be applied to maintain the pedestrian oriented character and continuity of scale along the front street:

1) The front yard setback should be generally consistent with adjacent properties and with other properties on the block face but should not be less than 5 m.

2) The maximum Height should not exceed 11 m or 3 storeys. This height requirement should also apply to Apartment or Stacked Row Housing located adjacent to property where single family housing is a permitted use.

3) Any habitable basement development should be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey should not be constructed more than 1.2 m above grade.

4) Access to parking should be from the rear lane. Where there is no rear lane, parking access should be designed to minimize disruption to the yard, sidewalk, and existing trees.

The following guidelines should be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances:

5) There should be a regular pattern of front entrances along the street. This can be achieved through such means as:

- i) All street facing ground floor units should have a direct street entrance; or
- ii) All dwelling units should have direct access to a front entrance hall. A front entrance hall should serve only those units on either side of the entrance, with each front entrance serving no more than 12 units.

6) The street facing facades of a building should define vertical blocks of units, through such means as:

- i) articulation of the facade such that there is a regular pattern of projection or recession of the facade; and

ii) architectural detail such as roof line features, porches, bay windows, and entrance features.

7) One storey features such as bay windows, front porches, entrance features, etc. should be allowed to project into a front yard or Side Yard abutting a flanking roadway to a maximum of 2 m provided that a minimum setback of 2 m (6.56 ft.) is maintained between the property line and the projection. Separation space may be relaxed to accommodate these projections.

8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, should be concealed through such means as extension of the facade treatment, use of planters, and landscaping.

9) Balconies should not comprise more than 50% of a street facing facade. Balconies fronting onto a street should appear to be recessed or partially recessed.

10) A minimum Side Yard of 1.5 m should be required. These Side Yard requirements should also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use. Where the Side Yard abuts a flanking street, a minimum Side Yard of 3 m should be required. Separation space should be reduced to accommodate these side yard requirements.

The following guidelines should be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development:

11) The back and sides of a development should provide visual interest using the following methods:
- i) articulation of the facade;
- ii) use of a variety of building materials and colour to match the front facade;
- iii) use of architectural detail to break up the mass of the facade.

The following guidelines should be applied to increase community awareness of a new development, prior to the Development Officer's decision, and to provide an opportunity for interaction between the community league or adjacent property owners and the developer:

12) Where an application for a development permit does not conform to the regulations contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input received in response to this notification when making a decision on the Development Permit application.

SECTION 3
GUIDELINES FOR MID-RISE APARTMENT (RA8) ZONE - ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To accommodate walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application

These Guidelines serve as *advice to the Development Officer* and apply to all areas zoned RA8 and regulated by the Medium Density Residential Overlay within the Strathcona Area Redevelopment Plan area as shown on Map 6.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zone and any other applicable Sections of the Zoning Bylaw.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying zone.

Development Guidelines

The Overlay Regulations and these Guidelines will apply to all Apartment and Stacked Row Housing development. Development of other Residential and Residential Related uses within this Overlay area should comply with the Mature Neighbourhood Overlay and the "Guidelines for Low Density Residential Zones" of this Plan.

The following guidelines should be applied to maintain the pedestrian oriented character and continuity of scale along the front street:

1) The front yard setback should be generally consistent with adjacent properties and with other properties on the block face but should not be less than 5 m.

2) The maximum Height should not exceed 14 m or 4 storeys. Where a 4th storey is constructed, at least 50% of the upper storey should be set back a minimum of 2 m from the front wall of the building. In the case of a corner lot, this setback should apply to both street facing facades. Where the apartment abuts a property where single family housing is a permitted use, the 4th storey should be set back a minimum of 2 m adjacent to the property where single family housing is a permitted use.

3) Any habitable basement development should be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey should not be constructed more than 1.2 m above grade.

4) Access to parking should be from the rear lane. Where there is no rear lane, parking access should be designed to minimize disruption to the yard sidewalk, and existing trees.

The following guidelines should be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances:

5) There should be a regular pattern of front entrances along the street. This can be achieved through such means as:

i) all street facing ground floor units should have a direct street entrance; or

ii) all dwelling units should have direct access to a front entrance hall. A front entrance hall should serve only those units on either side of the entrance with each front entrance serving no more than 12 units.

6) The street facing facades of a building should define vertical blocks of units, through such means as:

i) articulation of the facade such that there is a regular pattern of projection or recession of the facade; and

ii) architectural detail such as roofline features, porches, bay windows, and entrance features.

7) One storey features such as entranceways, bay windows, and verandahs may project up to 2 m into a front yard or into a Side Yard that abuts a flanking road (other than a lane), provided that a minimum setback of 2 m is maintained between the property line and the projection. Required separation space should be reduced to accommodate such projections.

8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, should be concealed through such means as extension of the facade treatment, use of planters, and landscaping.

9) Balconies should not comprise more than 50% of a street facing facade. Balconies fronting onto a street should appear to be recessed or partially recessed.

10) A minimum Side Yard of 1.5 m should be required. Where the Side Yard abuts a flanking street a minimum Side Yard of 3 m should be required, except that a minimum yard of 4.5 m should be required adjacent to 99 Street. Separation space requirements should be reduced to accommodate these Side Yard requirements. These Side Yard requirements should also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use.

The following guidelines should be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development:

11) The back and sides of a development should provide visual interest using the following methods:

i) articulation of the facade;

ii) use of a variety of building materials and colour to match the front facade; and

use of architectural detail (roofline features, recessed balconies, bay windows) to break up the mass of the facade.

12) Where an application for a development permit does not conform to the regulations contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input received in response to this notification when making a decision on the Development Permit application.

SECTION 4
GUIDELINES FOR THE LOCAL COMMERCIAL (CNC, CB1 AND CB2) DISTRICTS - ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To accommodate commercial development that is compatible in scale and character with existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned CNC, CB1 or CB2, located on 99 Street north of 82 Avenue and on 82 Avenue east of 97 Street and regulated by the Pedestrian Commercial Shopping Street Overlay within the Strathcona Area Redevelopment Plan area as shown on Map 7.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone.

Development Guidelines

1) Where there is street frontage, buildings should be built to the front and side property lines. The Development Officer may allow building set backs up to 2.5 m to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian oriented shopping character of the street.

2) Where there is an abutting lane, vehicular access to properties from a public roadway should be to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian oriented character of the street. Where there is a flanking street and no abutting lane, vehicular access should be from the flanking street.

3) Parking Areas that abut 99 Street or 82 Avenue, should have a maximum frontage of 20 m on 82 Avenue or 99 Street. Where a parking area abuts the street, a minimum yard of 2.5 m should be provided, to be landscaped in accordance with the regulations of the Zoning Bylaw.

4) All new development should include features to create a pedestrian friendly environment on 99 Street and 82 Avenue. This may include such things as

i) entrance features
ii) outdoor sitting areas
iii) canopies
iv) architectural features that lend visual interest and create a human scale of development along street frontages
v) landscaping

5) Architectural treatment of new developments and or renovations should ensure that each floor has windows on the front facade of the building, and the placement and type of windows should promote a positive pedestrian oriented shopping street.

6) On corner lots the facade treatment should wrap around the side of the building to provide a consistent profile.

SECTION 5
GUIDELINES FOR WHYTE AVENUE COMMERCIAL (CB2) ZONE – ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To maintain the existing low scale of built forms and ensure that redevelopment is in proportion with the existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned CB2 and regulated by the Pedestrian Commercial Shopping Street Overlay within the Whyte Avenue Commercial Area of the Strathcona Area Redevelopment Plan as shown on Map 7.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone., with the following exception:

Specialty Food Services, Restaurants, Bars and Neighbourhood Pubs, and Nightclubs, should not exceed an occupant load of 200 nor 240 m^2 in public space.

Development Guidelines

a) the following definitions should apply:

- "occupant load" means the maximum number of people that may occupy a space; and
- "public space" means space within an establishment which is open to the public and not restricted to employees only; for example, public space does not include kitchens, administrative offices, food or drink preparation areas.

b) the maximum frontage for lots abutting Whyte Avenue should be 10.06 m and where the frontage for lots abutting Whyte Avenue exceeds 10.06 m the front facade of the building should be designed to break the appearance of a building into modules of approximately 10.06 m;

c) buildings should be built to the front and side property lines. The Development Officer, in consultation with the Heritage Officer, may allow building setbacks up to 2.5 m to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian-oriented shopping character of the area;

d) the maximum building Height for Hotel and Apartment Hotel developments should not exceed 23 m nor 6 storeys for buildings fronting onto Whyte Avenue, and should not exceed 15 m nor 4 storeys for buildings fronting onto streets and avenues other than Whyte Avenue;

e) at grade frontage should be developed for commercial uses and where a Hotel is to be developed, a maximum 30% of the first storey frontage should be used for lobbies, with the remaining floor space used for commercial uses;

f) a minimum setback of the principal front wall of a residential development above the second storey for buildings on all sites not fronting onto Whyte Avenue should be 4.5 m.

g) vehicular access to properties from a public roadway should be restricted to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian-oriented character of the area;

h) the minimum number of off-street parking spaces required should be in accordance with the provisions of the Zoning Bylaw, except that:

i) for Professional, Financial and Office Support Services at grade, parking should be provided on the basis of 1.1 spaces per 100 m^2 of gross floor area, and no parking spaces should be required for this use on upper floors;

ii) for Commercial Use Classes not listed separately in the Vehicular Parking Requirement Schedule of the Zoning Bylaw, spaces should be provided on the basis of 1.1 spaces per 100 m^2 of gross floor area;

iii) for Specialty Food Services, Restaurants, Bars and Neighbourhood Pubs, and Nightclubs, spaces should be provided on the basis of 1 space per 4 occupants or 4.8 m^2 of gross floor area, whichever is less;

iv) no site fronting onto Whyte Avenue should be developed for non-accessory parking; and

v) accessory vehicular parking should be located at the rear of the building.

i) architectural treatment of new developments and/or renovations will ensure that each floor has windows on the front facade of the building, and that the placement and type of windows should promote a positive pedestrian oriented shopping street;

j) on corner lots the facade treatment should wrap around the side of the building to provide a consistent profile;

k) signage should be provided with the intent to compliment the pedestrian-oriented commercial environment, except that:

i) the maximum height of a Freestanding Sign should be 6 m;

ii) a Projecting Sign may be used to identify businesses which are located entirely at or above the second storey level; and

iii) the top of a Projecting Sign on a building two storeys or higher should not extend more than 75 cm above the floor of the second or third storey nor higher than the window sill level of the second or third floor; and

l) A Comprehensive Sign Design Plan and Schedule should be prepared for each development and submitted with the development application, to be approved by the Development Officer.

Schedule U to Bylaw 12801

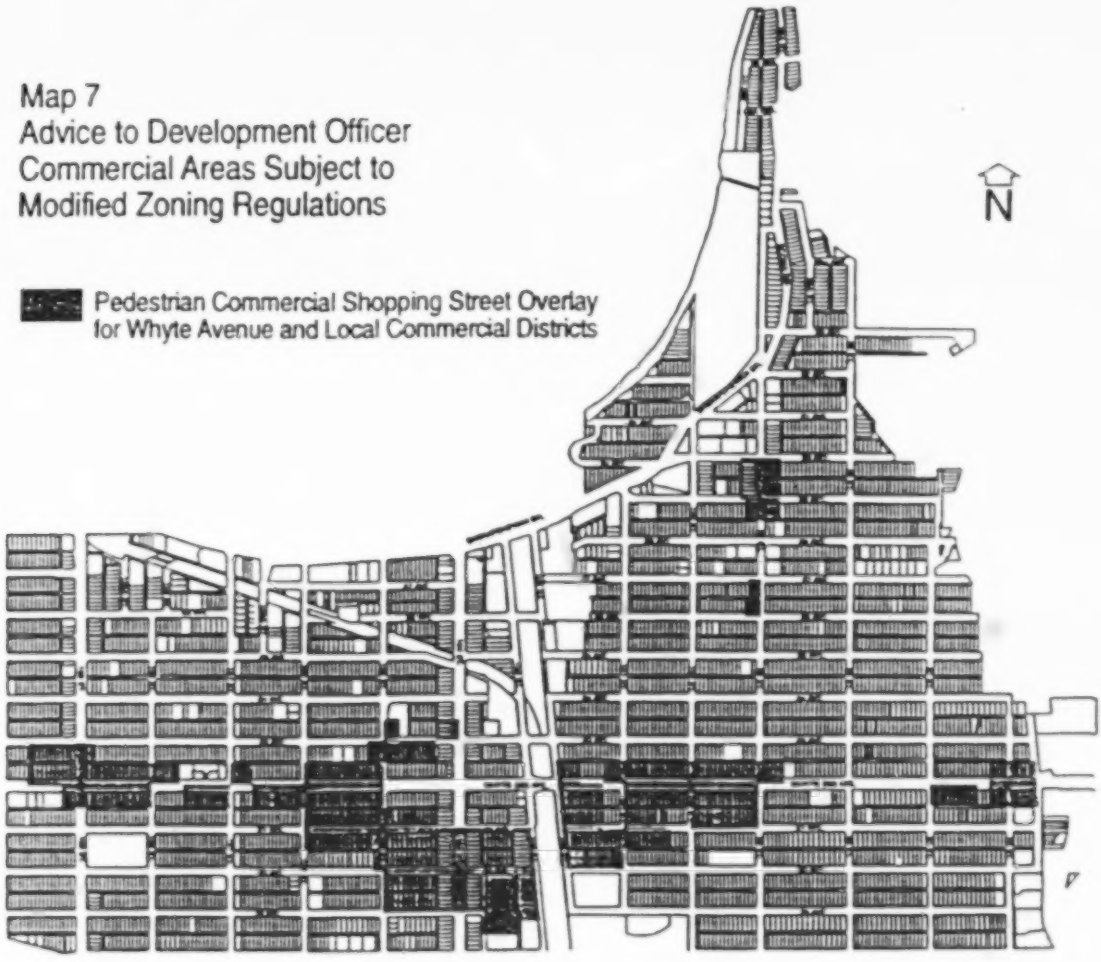
Map 6
Advice to Development Officer
Residential Areas Subject to
Modified Zoning Regulations

Medium Density Residential Overlay
for RF6, RA7 and RA8 Zones

Revised - Bylaw 12801

Map 7
Advice to Development Officer
Commercial Areas Subject to
Modified Zoning Regulations

Pedestrian Commercial Shopping Street Overlay
for Whyte Avenue and Local Commercial Districts



Revised - Bylaw 12801

Changes to Area Redevelopment Plans and Community Plans as a Result of the Proposed Zoning Bylaw

The new Proposed Zoning Bylaw, Bylaw 12800, replaces existing Statutory Plan Overlays and the Overlays for McKernan Belgravia and Parkallen with a simplified series of four generalized Overlays. This Bylaw, Bylaw 12801, amend existing Area Redevelopment Plans and Community Plans to be in line with the directions in the proposed Zoning Bylaw as it affects Overlays. Should Council agree with the directions proposed in the Zoning Bylaw for Overlays, consideration should be given to first reading of this Bylaw. Following first reading, this Bylaw will be advertized and a Public Hearing will be held before consideration of third reading.

The Proposed Zoning Bylaw recommends changes to how Overlays are dealt with because:

- The current provisions have been written at different times with different approaches but to very similar issues. A simplification and an up to date drafting approach will make the new provisions more sustainable over time.
- The new provisions can be offered to a wider area of the city than the present provisions thus offering planning solutions to issues in these areas that are not presently available.
- This new approach follows the direction given by Council when considering the Mature Neighbourhood Overlays.

These existing Overlays all came about at different times as part of a Community Plan exercise and dealt with similar planning issues but often in slightly different ways. Overlays provide an effective way to implement planning policy. In making any change to the approach to Overlays it is imperative that the planning objectives implemented through the existing Overlays be preserved. It is therefore the objective of this Bylaw to find new ways to preserve the work that was done by Community volunteers and landowners in the original Plans.

The communities with the existing Overlays are:

Belgravia	Mckernan	Parkallen	Oliver
Belvedere	Strathcona	Boyle Street	McCauley
Garneau	Montrose	Santa Rosa	Parkdale
Cloverdale	Rossdale	Riverdale	

To preserve the planning objectives contained in the existing Overlays the Proposed Zoning Bylaw; Bylaw 12800 replaces existing RMX and CMX Districts with new conventional Zones or new Direct Control Provisions. It also introduces four new generalized Overlays (Low Density, Medium Density, High Density and Commercial Shopping Streets) and places those in the appropriate locations to replace the existing Overlays. These new Overlays very much reflect the regulations that are in the current Overlays. To deal with the small number of issues that are not captured in the new

generalized Overlays, the Proposed Zoning Bylaw also places links in the Overlay text so that the Development Officer has discretion to go to the Plans and use provisions in the Plans to continue the same type of develop ient permit opportunities that exist in the current Overlays.

This Bylaw proposes amendments to the existing Area Redevelopment Plan Bylaws and Community Plans so that proper direction is given to the Development Officer and that certainty about the implementation of the planning objectives is retained. The following examples serve to illustrate how the changes to community plans proposed in this bylaw work together with the changes to how Overlays are dealt with contained in the Proposed Zoning Bylaw.

1. The present Statutory Plan Overlay for Oliver provides an opportunity for the unit density in RF6 to be increased from 80 dwellings per hectare to 175 dwellings per hectare. The Proposed Zoning Bylaw would remove the existing Statutory Plan Overlay and replace it with the Medium Density Overlay. The Medium Density Overlay has a maximum density of 80 Units per hectare but also includes a provision for the Development Officer to grant a variance to this unit density if so directed in a Statutory Plan like an Area Redevelopment Plan. The amendments in this bylaw place direction to the Development Officer in the Oliver Area Redevelopment Plan to grant variances in unit density up to 175 units per hectare thus continuing the planning objective of the plan to encourage built forms other than high-rises but at significant densities.

2. The Rossdale Statutory Plan includes a site zoned RMX within the Statutory Plan Overlay. The Proposed Zoning Bylaw's initiative to replace Statutory Plan Overlay's with standard Overlays means that RMX as a category disappears. The present RMX site in Rossdale is a mixed use project primarily in a townhouse format but allowing commercial development within the structures. No new conventional zone would preserve the mixed use opportunity directed by the plan so this Bylaw amends the Rossdale Area Redevelopment Plan Bylaw to designate this site DC1 and thus protect both the existing development rights of the owners and the planning objectives of the Area Redevelopment Plan.

3. The Boyle McCauley Plan sets a planning object to encourage more bed sitting type apartment units within the community. The present Statutory Plan Overlay provides for an increase in unit density for apartment buildings from the standard for RA7 of 125 units per hectare to 214 units per hectare provided that they are in a bed sitting format. The existing Statutory Plan Overlay is replaced with the Medium Density Overlay which would provide the Development Officer the opportunity to grant variances to the unit density of RA7 provided it was so directed in a Statutory Plan such as an Area Redevelopment Plan Bylaw. This bylaw amends the Boyle McCauley Area Redevelopment Plan to include this direction to the Development Officer provided that the units are in a bed sitting room format.

Bylaw 12416

Bylaw to amend Bylaw 11890,
being the Strathcona Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on December 15, 1998, passed Bylaw 11890, as amended, being a bylaw to adopt the Strathcona Area Redevelopment Plan; and

WHEREAS an application was received by the Planning and Development Department to amend Bylaw 11890, the Strathcona Area Redevelopment Plan;

WHEREAS City Council considers it desirable to amend Strathcona Area Redevelopment Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, S.A. 1994, c. M-26.1, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Strathcona Area Redevelopment Plan is hereby amended by:

   a) Deleting therefrom "Map 6 - Residential Statutory Plan Overlays" and substituting therefor the map entitled "Map 6 - Residential Statutory Plan Overlays" attached hereto as Schedule "A" and forming part of this Bylaw.

READ a first time this	11th	day of	October	, A. D. 2000;
READ a second time this	11th	day of	October	, A. D. 2000;
READ a third time this	11th	day of	October	, A. D. 2000;
SIGNED and PASSED this	11th	day of	October	, A. D. 2000.

THE CITY OF EDMONTON

MAYOR

a/ CITY CLERK

MAP 6
Residential Statutory Plan Overlays

Statutory Plan Overlay for Low Density Residential (RF2*, RF3*, RF4* and RF5*) Districts

Statutory Plan Overlay for Apartment (RA8*) District

Statutory Plan Overlay for Stacked Row Housing and Apartment (RF6* and RA7*) Districts